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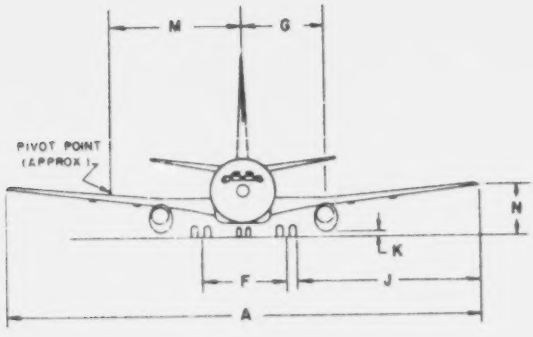
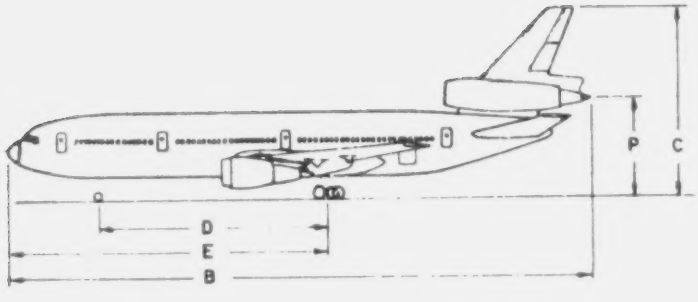
Aircraft Data





DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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DATE: July 30, 1975

ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

SUBJECT: AIRCRAFT DATA

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1. PURPOSE. This circular presents a listing of principal aircraft weights and dimensions which affect airport facility design. It is to be used for guidance in airport development. Data presented are for common civil aircraft and those military aircraft which frequently utilize civil facilities.

2. CANCELLATION. Advisory Circular 150/5325-5A, Aircraft Data, dated January 12, 1968, is cancelled.

3. EXPLANATION OF REVISION. This revision deletes entries for rare or obsolete aircraft; introduces data for aircraft not previously included in the circular, including military aircraft; establishes new aircraft groupings which are consistent with existing airport design standards; and presents metric data.

4. HOW TO OBTAIN THIS PUBLICATION. Additional copies of this circular, AC 150/5325-5B, Aircraft Data, may be obtained free of charge from the Department of Transportation, Subsequent Distribution Unit, M-494.3, Washington, D.C. 20590.

William V. Vitale

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Initiated by: AAS-100

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CHAPTER 1. INTRODUCTION.

1. BACKGROUND.

a. Physical characteristics of aircraft have operational and economic significance which materially affect airport design, development, and use. To insure maximum possible utilization and safety, consistent with expected demand, engineers must consider these characteristics when planning new airports or improvements to existing facilities.

b. For example, when the airport designer considers anticipated growth in air traffic, the effects of new aircraft weights and dimensions on ground operating areas must also be evaluated. The design aspects of runways, taxiways, ramps, aprons, servicing facilities, gates, and life safety facilities are directly influenced by the physical characteristics of the aircraft utilizing them.

c. Military aircraft frequently operate at civil facilities. As indicated above, the physical characteristics of these aircraft cannot be neglected when facility design is being considered. Frequent types of military operations include medical evacuation, strategic deployment and dispersal, and Reserve and National Guard training missions.

d. Among the types of military aircraft encountered at civil facilities are many which have civil variants. These are not described in Chapter 3; they are instead referenced to their counterpart(s) in Chapter 2.

2. EXPLANATORY INFORMATION.

a. In Chapter 2, Figures 2-1 to 2-4 are representative of general types of aircraft, and are not intended to portray a specific model. In all other cases the particular model is illustrated on the same page upon which its data are presented. Additionally, there are pages where data for several similar models or series of aircraft are accompanied by a single representative drawing (e.g., General Dynamics/Convair 880 and 990).

b. The following correspondence between symbols and actual dimensions is employed in all chapters, as required:

SYMBOL	DIMENSION
A	Wingspan
B	Length overall
C	Height overall
D	Wheelbase

E Nose to centerline of main gear
F Wheel track (tread)
G Centerline of fuselage to centerline of inboard engine
* H Centerline of fuselage to centerline of outboard engine *
J Outside of main gear to wingtip
* K Vertical clearance of inboard engine or propeller at maximum weight
L Vertical clearance of outboard engine or propeller at maximum weight
M Centerline of fuselage to approximate pivot point based on maximum nosewheel steering angle or locked wheels. *
N Vertical clearance of wingtip at maximum weight
P Height of exhaust of jet engine on centerline of fuselage (three-engine jet aircraft only)

* c. Turn radius is measured at maximum nosewheel steering angle or with locked wheels, whichever produces the larger radius. It is a horizontal measurement from the pivot point to the farthest point of the aircraft as it executes the turn. The dimension represents a maximum effort maneuver not normally used by the airlines because of excessive tire wear. THE DIMENSION IS NOT TO BE USED FOR FACILITY DESIGN PURPOSES. Contact the airline(s) involved for the turn radius to use for design purposes. *

d. The abbreviation "SRS" is used to denote "Series."

e. An entry of "NA" indicates data are not available.

* f. The weight and dimensional information for transport type aircraft have been extracted from aircraft manufacturer publications titled "Airplane Characteristics, Airport Planning." These publications, which are available from the manufacturers, contain considerably more information of interest to an airport designer than is assembled in this document. Publications are developed for each aircraft model (B-737,DC-9,L-1011) and are revised as necessary to incorporate model developments. Weight and dimensional data is subject to change as a result of modifications and improvements to the aircraft. The manufacturer of a particular aircraft should be contacted for data resulting from these modifications or improvements which may not yet be reflected in this circular. *

CHAPTER 2. CIVIL AND COMMERCIAL AIRCRAFT

SECTION 1. PISTON AND TURBOPROP AIRCRAFT

3. 8,000 LB. (3,628 KG.) OR LESS. Aircraft are single or light twin engine types usually capable of operating from airports developed to "Basic Utility" design criteria. The number of seats is for the standard model. The five principal configurations are:

   a. Single engine, high wing, tailwheel. (Figure 2-1)

   b. Single engine, high wing, tricycle gear. (Figure 2-2)

   c. Single engine, low wing, tricycle gear. (Figure 2-3)

   d. Twin engine, low or mid wing, tricycle gear. (Figure 2-4)

   e. Twin engine, high wing, tricycle gear. (Figures 2-5 and 2-6)

4. MORE THAN 8,000 to 12,500 LB. (3,628 TO 5,670 KG.). Aircraft are principally twin engine types capable of operating from airports developed to "General Utility" design criteria. The number of seats is for standard model. (Figure 2-7 to 2-16).

5. MORE THAN 12,500 LB. (5,670 KG.). Aircraft are twin and four engine types. Some are capable of operating from airports developed to "Basic Transport" design criteria. Others are principally operated from airports developed to "Air Carrier" design criteria. (Figures 2-17 to 2-30).

SECTION 2. TURBOJET AND TURBOFAN AIRCRAFT.

6. 60,000 LB. (27,216 KG.) OR LESS. Aircraft are twin or four engine types capable of operating from airports developed to "Basic Transport" design criteria. Most are employed as business or corporate aircraft. (Figures 2-31 to 2-40).

7. MORE THAN 60,000 LB. (27,216 KG.). Aircraft are twin, three, and four engine types principally operated from airports developed to support
* "Air Carrier" operations. (Figures 2-41 to 2-55). *

NOTE: All weights given above are maximum takeoff weights, as used in airport design.

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
BELLANCA	7	CITABRIA	2	1,650 LB 751 KG	1,650 LB 751 KG	33'5" 10.19M	22'8" 6.91M	6'8" 2.03M	16'1" 4.90M	6'4" 1.93M	NA
CESSNA	120/ 140	----	2	1,450 LB 658 KG	1,450 LB 658 KG	32'10" 10.00M	21'0" 6.40M	6'3" 1.91M	NA	6'5" 1.96M	NA
	170	----	4	2,200 LB 1,000 KG	2,200 LB 1,000 KG	36'0" 10.97M	25'0" 7.60M	6'7" 2.00M	NA	NA	NA
	180/ 185*	SKYWAGON	4	2,800 LB 1,274 KG	2,800 LB 1,274 KG	36'2" 11.04M	25'9" 7.85M	7'9" 2.34M	NA	7'8" 2.31M	21'10" 6.65M
	190 195**	----	4	3,350 LB 1,521 KG	3,350 LB 1,521 KG	36'2" 11.04M	27'1" 8.26M	7'2" 2.16M	NA	NA	NA
HELIO AIRCRAFT	H-250/ H-295	HELIO COURIER	6	3,400 LB 1,547 KG	3,400 LB 1,547 KG	39'0" 10.87M	31'6" 9.59M	8'10" 2.70M	23'5" 7.22M	9'0" 2.75M	NA
	HST-550	HELIO STALLION	11	5,000 LB 2,321 KG	5,100 LB 2,321 KG	41'0" 12.49M	39'7" 11.04M	9'3" 2.83M	NA	9'8" 2.96M	NA

*SRS 185 HAS MAXIMUM WEIGHTS OF 3,350 LB (1,525 KG) AND 6 SEATS.
**SRS 195 HAS LENGTH OF 27'4" (8.33M).

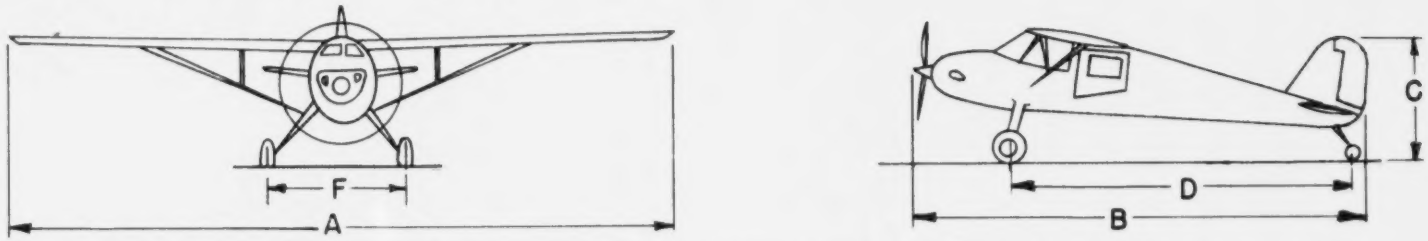


FIGURE 2-1. SINGLE ENGINE, HIGH WING, TAILWHEEL AIRCRAFT 8,000 LB. (3,628 KG.) or less.

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
PIPER	PA-12/ 14/15	SUPER CRUISER	3	1,750 LB 793 KG	1,750 LB 793 KG	35'6" 10.80M	22'6" 6.85M	6'10" 2.08M	NA	6'3" 1.91M	20'8" 6.29M
	PA-18	SUPER CUB	2	1,500 LB 681 KG	1,500 LB 681 KG	35'3" 10.72M	22'5" 6.83M	6'8" 2.03M	NA	NA	20'7" 6.26M
	PA-20*	PACER	4	1,650 LB 749 KG	1,650 LB 749 KG	29'4" 8.90M	20'5" 6.20M	6'3" 1.91M	NA	NA	NA
SILVAIRE	8	----	2	1,400 LB 635 KG	1,400 LB 635 KG	35'0" 10.67M	20'0" 6.10M	6'3" 1.91M	NA	6'4" 1.93M	NA
TAYLORCRAFT	BC-12	----	2	1,150 LB 522 KG	1,150 LB 522 KG	36'0" 10.97M	22'0" 6.72M	6'8" 2.03M	NA	6'0" 1.83M	NA
UNIVAIR AIRCRAFT	108	VOYAGER	4	2,150 LB 979 KG	2,150 LB 979 KG	33'11" 10.34M	24'6" 7.47M	6'10" 2.08M	18'7" 5.66M	7'1" 2.16M	20'6" 6.24M

* SOME VARIANTS OF MODEL PA-20 HAVE MAXIMUM WEIGHTS OF 1,800 LB (817 KG).

FIGURE 2-1. SINGLE ENGINE, HIGH WING, TAILWHEEL AIRCRAFT 8,000 LB. (3,628 KG.) or less (Cont'd).

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
BEDE AIRCRAFT	BD-4	----	4	1,400 LB 637 KG	1,400 LB 637 KG	25'6" 7.77M	21'11" 6.68M	6'3" 1.91M	NA	8'3" 2.51M	NA
CESSNA	150	----	2	1,600 LB 728 KG	1,600 LB 728 KG	32'9" 9.98M	23'0" 7.15M	8'8" 2.74M	4'10" 1.48M	6'7" 2.01M	19'10" 6.05M
	172	SKYHAWK	4	2,300 LB 1,046 KG	2,300 LB 1,046 KG	35'10" 10.93M	26'11" 8.20M	8'10" 2.84M	5'4" 1.63M	7'2" 2.23M	19'8" 6.00M
	177	CARDINAL	4	2,500 LB 1,138 KG	2,500 LB 1,138 KG	35'6" 10.82M	27'0" 8.23M	9'1" 2.76M	6'5" 1.96M	8'4" 2.54M	NA
	182	SKYLANE	4	2,950 LB 1,343 KG	2,950 LB 1,343 KG	35'10" 10.93M	28'1" 8.56M	8'11" 2.72M	5'7" 1.70M	8'0" 2.44M	21'4" 6.50M
	206	STATIONAIR	6	3,600 LB 1,638 KG	3,600 LB 1,638 KG	35'10" 10.93M	28'0" 8.53M	9'8" 2.95M	6'11" 2.11M	8'2" 2.49M	NA
	207	SUPER SKYWAGON	6	3,800 LB 1,729 KG	3,800 LB 1,729 KG	35'10" 10.93M	31'9" 9.68M	9'7" 2.92M	NA	10'0" 3.04M	NA
	210	CENTURION	6	3,800 LB 1,729 KG	3,800 LB 1,729 KG	36'9" 11.20M	28'3" 8.61M	9'8" 2.95M	5'9" 1.76M	8'6" 2.59M	22'5" 6.84M
PIPER	PA-22	TRI-PACER	3	1,800 LB 817 KG	1,800 LB 817 KG	29'4" 8.97M	20'4" 6.20M	6'3" 1.91M	NA	NA	19'11" 6.07M

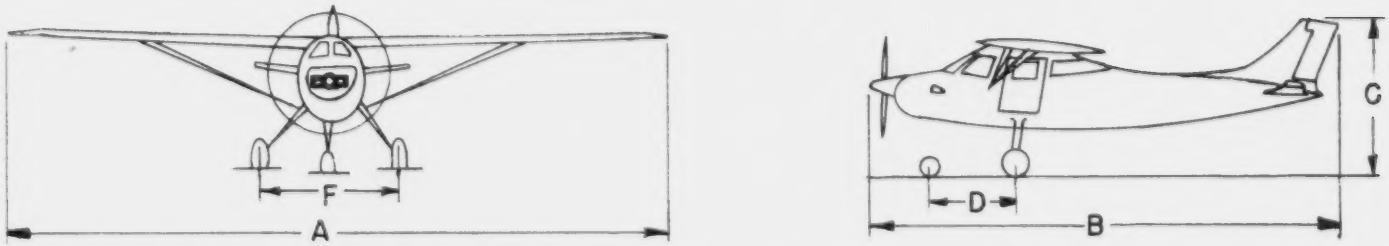


FIGURE 2-2. SINGLE ENGINE, HIGH WING, TRICYCLE GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less.

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
AEROSTAR AVIATION	415	ERCOUPE	2	1,450 LB 660 KG	1,450 LB 660 KG	30'0" 9.14M	20'7" 6.27M	6'3" 1.91M	5'4" 1.63M	7'9" 2.36M	18'9" 5.71M
	M-20★		4	2,525 LB 1,149 KG	2,525 LB 1,149 KG	35'0" 10.67M	23'7" 7.06M	8'4" 2.54M	5'7" 1.70M	9'1" 2.77M	22'1" 6.72M
	M-22	MARK 22	5	3,680 LB 1,675 KG	3,680 LB 1,675 KG	35'0" 10.67M	27'0" 8.23M	9'10" 3.00M	8'3" 2.51M	11'0" 3.35M	NA
BEECHCRAFT	23	MUSKETEER	4	2,450 LB 1,115 KG	2,200 LB 1,000 KG	32'9" 9.98M	25'0" 7.62M	8'3" 2.51M	6'4" 1.91M	11'10" 3.61M	NA
	V-35B	BONANZA	4	3,400 LB 1,547 KG	3,400 LB 1,547 KG	33'6" 10.21M	26'5" 8.05M	6'7" 2.01M	7'0" 2.13M	9'7" 2.92M	21'6" 6.55M
	F-33	BONANZA	5	3,050 LB 1,388 KG	3,050 LB 1,388 KG	32'10" 10.00M	25'6" 7.77M	8'3" 2.51M	7'5" 2.26M	9'7" 2.92M	21'3" 6.48M
	F-33A	DEBONAIR	5	3,400 LB 1,547 KG	3,400 LB 1,547 KG	32'10" 10.00M	25'6" 7.77M	8'3" 2.51M	7'5" 2.26M	9'7" 2.92M	21'3" 6.48M
BELLANCA	260/ 300	VIKING	4	3,000 LB 1,365 KG	3,000 LB 1,365 KG	24'2" 10.41M	23'6" 7.15M	7'4" 2.23M	6'8" 2.03M	9'0" 2.75M	NA

★ VARIOUS MODELS OF SRS M-20 KNOWN AS: CHAPARRAL, EXECUTIVE, MUSTANG, RANGER, STATESMAN.

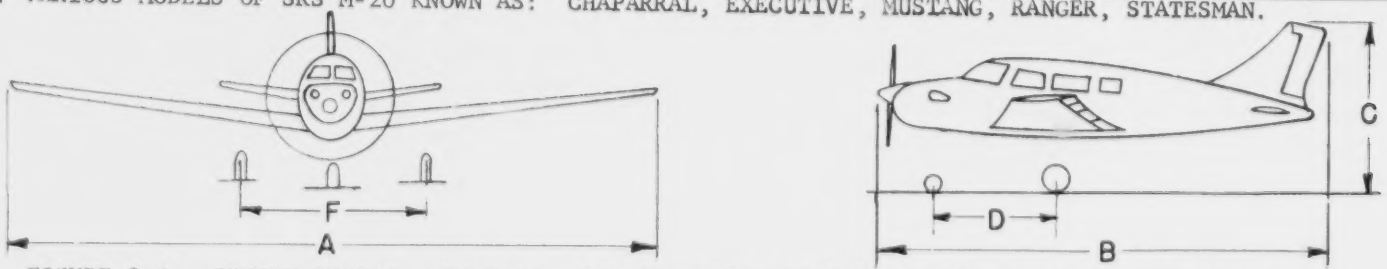


FIGURE 2-3. SINGLE ENGINE, LOW WING, TRICYCLE GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less.

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
GRUMMAN	AA-1	YANKEE	2	1,500 LB 683 KG	1,500 LB 683 KG	24'6" 7.47M	19'3" 5.87M	6'10" 2.08M	4'5" 1.35M	8'3" 2.51M	NA
NAVION	G-1	RANGEMASTER	4	3,315 LB 1,509 KG	3,150 LB 1,434 KG	34'9" 10.59M	27'6" 8.38M	8'4" 2.54M	5'8" 1.74M	8'9" 2.67M	NA
PIPER	PA-24	COMMANCHE	4	2,550 LB 1,157 KG	2,550 LB 1,157 KG	36'0" 10.97M	24'9" 7.54M	7'5" 2.25M	6'7" 2.01M	9'8" 2.94M	22'10" 6.95M
	PA-28-180	CHEROKEE	4	2,400 LB 1,089 KG	2,400 LB 1,089 KG	30'0" 9.14M	23'6" 7.16M	7'4" 2.22M	6'3" 1.89M	10'0" 3.04M	20'0" 6.08M
	-200	CHEROKEE ARROW	5	2,600 LB 1,179 KG	2,600 LB 1,179 KG	30'0" 9.14M	24'2" 7.37M	8'0" 2.44M	7'5" 2.26M	10'6" 3.20M	20'3" 6.17M
	PA-32	CHEROKEE SIX	6	3,400 LB 1,542 KG	3,400 LB 1,542 KG	32'10" 10.00M	27'9" 8.45M	7'11" 2.41M	7'10" 2.39M	10'7" 3.22M	21'9" 6.63M
ROCKWELL INTER-NATIONAL	112	----	4	2,475 LB 1,127 KG	2,475 LB 1,127 KG	35'0" 10.67M	27'2" 8.28M	10'1" 3.07M	NA	7'2" 2.18M	NA

FIGURE 2-3. SINGLE ENGINE, LOW WING, TRICYCLE GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less (Cont'd).

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
AEROSTAR AVIATION	600/ 601	AEROSTAR	5	5,500 LB 2,503 KG	5,500 LB 2,503 KG	34'3" 10.44M	34'10" 10.62M	12'2" 3.71M	NA	10'3" 3.12M	NA
BEECHCRAFT	B-55	BARON	4	5,100 LB 2,321 KG	5,100 LB 2,321 KG	37'10" 11.53M	27'0" 8.25M	9'7" 2.92M	7'0" 2.13M	7'0" 2.13M	23'8" 7.21M
	E-55*	BARON	4	5,300 LB 2,412 KG	5,300 LB 2,412 KG	37'10" 11.53M	29'0" 8.88M	9'2" 2.79M	8'0" 2.44M	8'0" 2.44M	23'8" 7.21M
	A-60	DUKE	6	6,775 LB 3,083 KG	6,775 LB 3,083 KG	39'3" 11.96M	33'10" 10.32M	12'4" 3.76M	9'3" 2.82M	11'0" 3.35M	NA
CESSNA	310**		6	5,100 LB 2,321 KG	5,100 LB 2,321 KG	37'6" 11.43M	29'7" 9.02M	9'11" 3.03M	9'6" 2.90M	12'0" 3.66M	24'0" 7.31M

* TURBO BARON SRS E-55 HAS MAXIMUM WEIGHTS OF 5,900 LB (2,685 KG).
** TURBO 310 HAS MAXIMUM WEIGHTS OF 5,500 LB (2,500 KG).

FIGURE 2-4. TWIN ENGINE, LOW OR MID WING, TRICYCLE GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less.

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
CESSNA	401/402/ 421*	TWIN CESSNA	6	6,300 LB 2,858 KG	6,200 LB 2,812 KG	39'10" 12.27M	33'9" 10.29M	11'10" 3.61M	10'6" 3.20M	14'8" 4.47M	NA
PIPER	PA-23-160	APACHE	5	3,800 LB 1,725 KG	3,800 LB 1,725 KG	37'2" 11.32M	27'5" 8.34M	9'6" 2.87M	7'6" 2.28M	11'0" 3.35M	24'0" 7.31M
	-250	AZTEC	6	4,800 LB 2,180 KG	4,800 LB 2,180 KG	37'0" 11.27M	27'7" 8.42M	10'4" 3.15M	7'6" 2.28M	11'4" 3.45M	24'0" 7.31M
	PA-30	TWIN COMMANCHE	4	3,600 LB 1,633 KG	3,600 LB 1,633 KG	36'0" 10.97M	25'2" 7.67M	8'3" 2.51M	7'4" 2.23M	9'10" 2.98M	22'8" 6.90M
	PA-31	NAVAJO	7	6,200 LB 2,812 KG	6,200 LB 2,812 KG	40'8" 12.40M	32'8" 9.94M	13'0" 3.96M	8'8" 2.64M	13'9" 4.19M	27'3" 8.32M

* SRS (421) HAS MAXIMUM TAKEOFF WEIGHT OF (6,350 LB (2,890 KG)).
(421B) (7,450 LB (3,386 KG)).

FIGURE 2-4. TWIN ENGINE, LOW OR MID WING, TRICYCLE GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less (Cont'd).

BUILDER	MODEL	NAME	NO. SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
CESSNA	336/ 337	SUPER SKYMASTER	4	4,630 LB 2,107 KG	4,400 LB 2,000 KG	38'2" 11.85M	29'10" 9.10M	9'4" 2.85M	7'10" 2.39M	8'2" 2.48M	NA
ROCKWELL INTER-NATIONAL	500	AERO COMMANDER	7	6,500 LB 2,958 KG	6,500 LB 2,958 KG	49'6" 15.09M	35'1" 10.69M	14'6" 4.42.M	NA	12'11" 3.94M	31'2" 9.50M
	560/680/ SHRIKE*	GRAND/ SHRIKE COMMANDER	7	7,700 LB 3,500 KG	7,700 LB 3,500 KG	49'1" 14.96M	36'7" 11.15M	14'6" 4.42M	14'0" 4.28	12'11" 3.94M	NA

*SHRIKE COMMANDER HAS MAXIMUM WEIGHTS OF 6,750 LB (3,072 KG).
SRS 681 (TURBO II, HAWK COMMANDER) HAS WINGSPAN ("A") OF 44'0" (13.41M) AND MAXIMUM WEIGHTS OF 9,400 LB (4,277 KG); ELSE AS SRS 560.

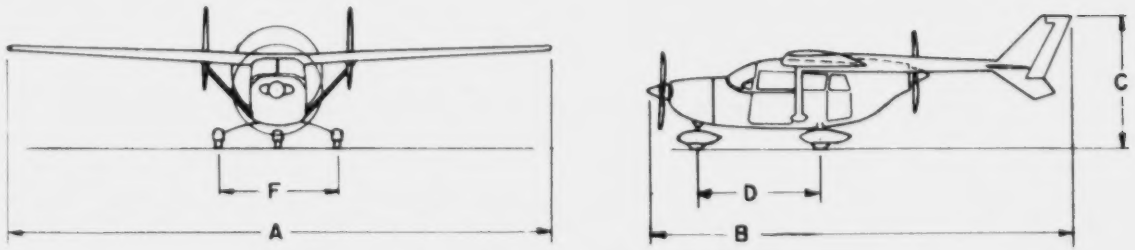


FIGURE 2-5. CESSNA SUPER SKYMASTER.

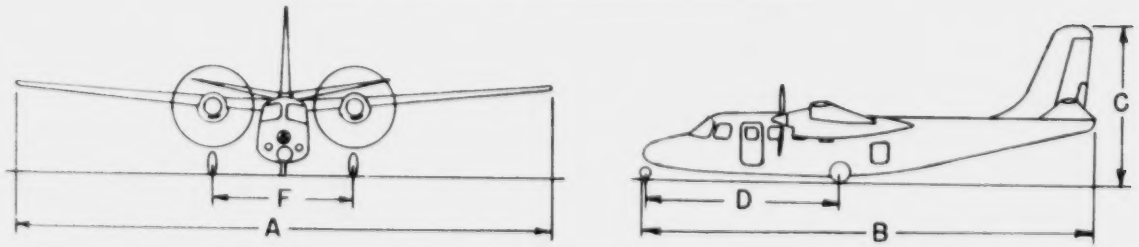


FIGURE 2-6. ROCKWELL INTERNATIONAL AERO COMMANDER SERIES.

FIGURES 2-5 AND 2-6. TWIN ENGINE, HIGH WING, TRICYCLE GEAR AIRCRAFT 8,000 LB. (3,628 KG.) or less.

MODEL	NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
18	10	9,900 LB 4,500 KG	9,500 LB 4,323 KG	49'8" 15.14M	35'3" 10.74M	9'4" 2.87M	23'9" 7.24M	12'11" 3.94M	30'3" 9.53M
TURBO 18	12	10,280 LB 4,673 KG	9,775 LB 4,444 KG	46'0" 14.03M	37'5" 11.40M	9'7" 2.95M	NA	NA	NA
VOLPAR TURBOLINER	15	11,500 LB 5,324 KG	11,000 LB 5,000 KG	46'0" 14.03M	44'3" 13.49M	9'7" 2.95M	NA	NA	NA

NOTES: MODEL 18 HAS RECIPROCATING ENGINES.
TURBOPROP CONVERSIONS HAVE TRICYCLE LANDING GEAR.

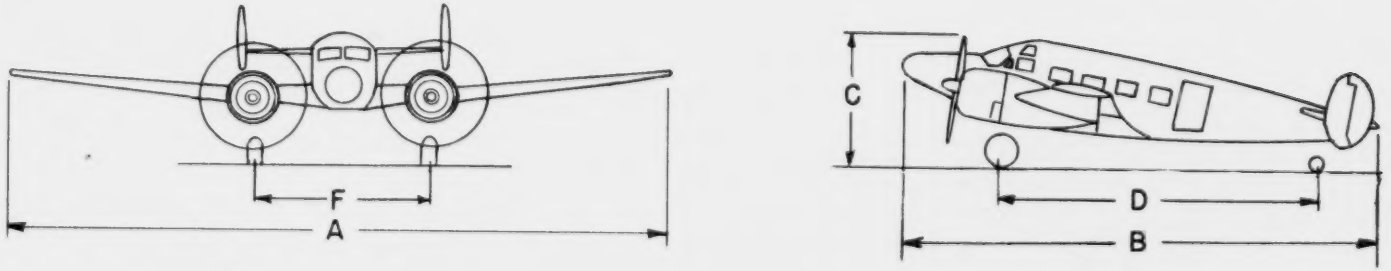


FIGURE 2-7. BEECHCRAFT MODEL 18 AND CONVERSIONS

MODEL	NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
A-65	6	7,700 LB 3,500 KG	7,350 LB 3,345 KG	45'11" 14.00M	35'6" 10.83M	14'3" 4.34M	12'4" 3.76M	12'9" 3.89M	29'4" 8.94M
B-80	8	8,800 LB 4,000 KG	8,800 LB 4,000 KG	50'3" 15.31M	35'6" 10.83M	14'3" 4.34M	12'4" 3.76M	12'9" 3.89M	29'4" NA

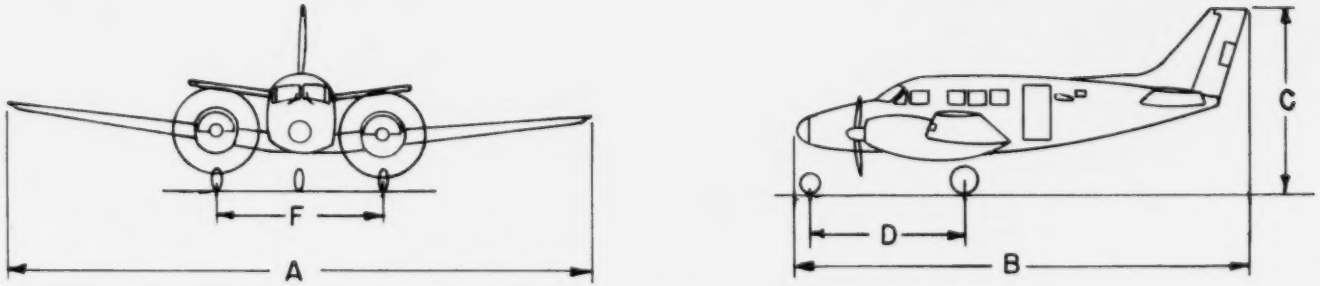


FIGURE 2-8. BEECHCRAFT QUEEN AIR

MODEL	NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
A-90	8	9,650 LB 4,391 KG	9,500 LB 4,323 KG	50'3" 15.32M	36'6" 11.14M	14'8" 4.47M	12'4" 3.76M	12'9" 3.89M	NA
A-100	10	10,600 LB 4,823 KG	10,500 LB 4,778 KG	45'11" 14.00M	39'11" 12.18M	15'4" 4.67M	14'11" 4.55M	13'0" 3.97M	NA

FIGURE 2-9. BEECHCRAFT KING AIR

NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
17	10,400 LB 4,732 KG	10,000 LB 4,549 KG	45'11" 14.00M	44'7" 13.59M	14'4" 4.36M	18'0" 5.49M	13'0" 3.97M	NA

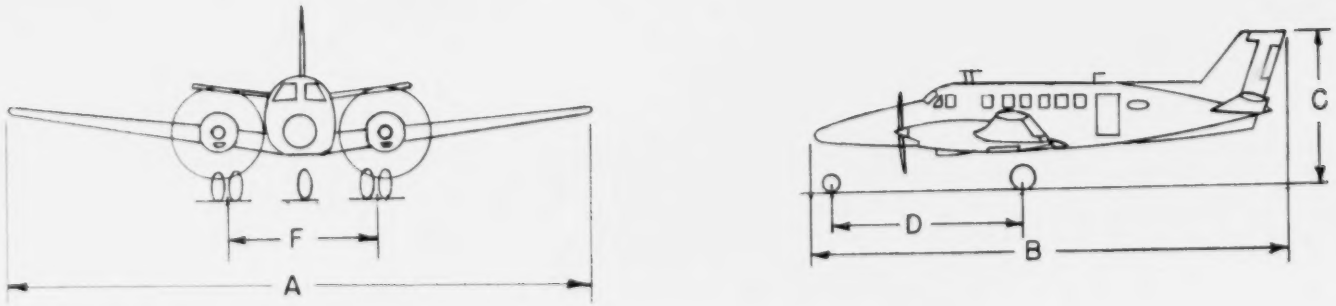


FIGURE 2-10. BEECHCRAFT 99A

MODEL	NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
IIB	8	10,000 LB 4,549 KG	9,300 LB 4,232 KG	45'11" 14.00M	40'1" 12.22M	14'4" 4.36M	NA	15'0" 4.57M	NA
III	8	12,500 LB 5,688 KG	11,500 LB 5,233 KG	46'3" 14.10M	42'2" 12.85M	16'8" 5.08M	NA	15'0" 4.57M	NA

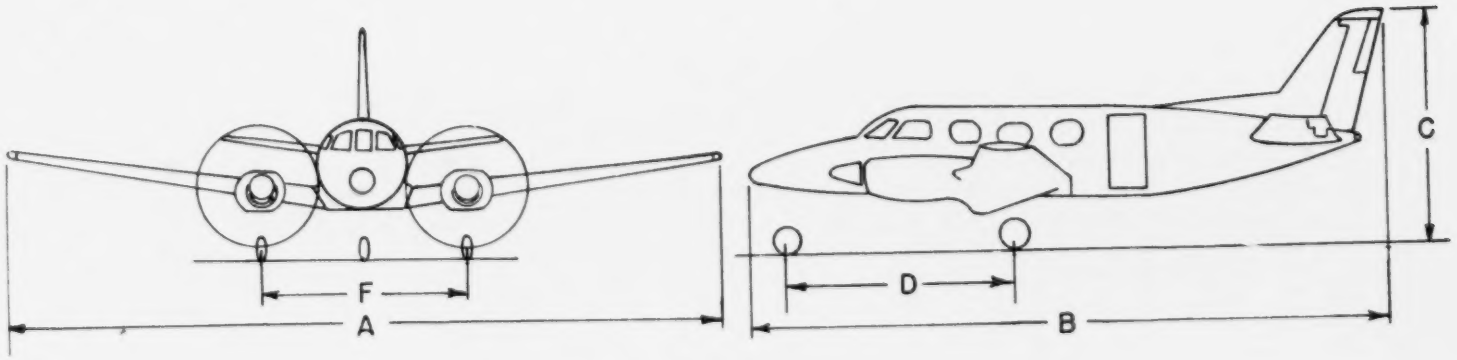


FIGURE 2-11. SWEARINGEN MERLIN II,III

MODEL	NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
IV	12	12,500 LB 5,688 KC	11,500 LB 5,233 KG	46'3" 14.10M	59'5" 18.11M	16'8" 5.08M	19'2" 5.84M	15'0" 4.57M	NA
SA-226TC 'METRO'	22	12,500 LB 5,688 KG	12,500 LB 5,688 KG	46'3" 14.10M	59'5" 18.11M	16'8" 5.08M	19'2" 5.84M	15'0" 4.57M	NA

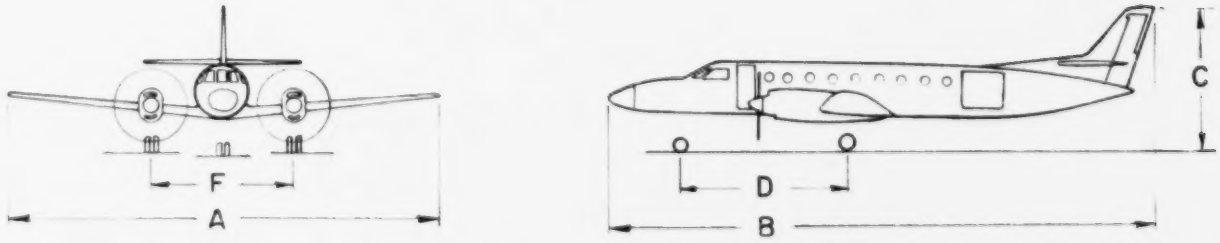


FIGURE 2-12. SWEARINGEN MERLIN IV, METRO

NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
21	12,500 LB 5,688 KG	12,500 LB 5,688 KG	65'0" 19.81M	51'9" 15.77M	18'7" 5.71M	14'9" 4.50M	12'6" 3.81M	NA

FIGURE 2-13. DE HAVILAND CANADA DHC-6 TWIN OTTER

NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
9	8,950 LB 4,073 KG	8,500 LB 3,868 KG	57'0" 17.61M	39'3" 11.97M	13'4" 4.07M	NA	13'8" 4.17M	35'4" 10.83M

FIGURE 2-14. HAWKER SIDDELEY DOVE

NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
7	10,800 LB 4,914 KG	10,260 LB 4,669 KG	39'2" 11.94M	39'6" 12.04M	13'8" 4.17M	14'5" 4.39M	7'11" 2.41M	NA

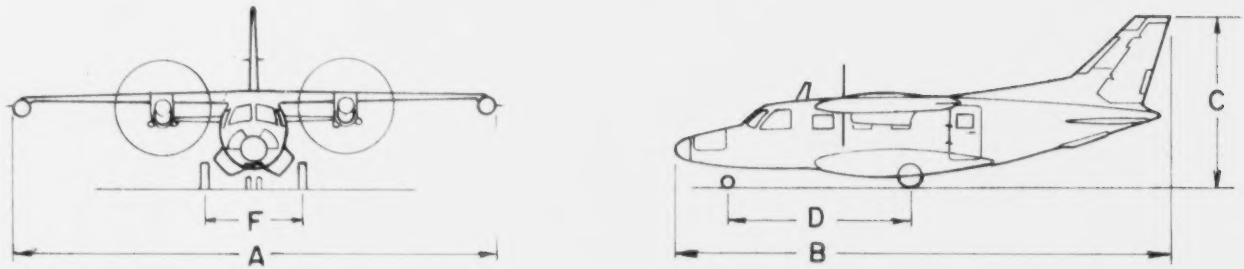


FIGURE 2-15. MITSUBISHI MU-2

NUMBER SEATS	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	F	TURN RADIUS
21	12,500 LB 5,688 KG	12,500 LB 5,688 KG	64'11" 19.79M	40'1" 12.22M	15'1" 4.60M	14'10" 4.52M	13'10" 4.21M	NA

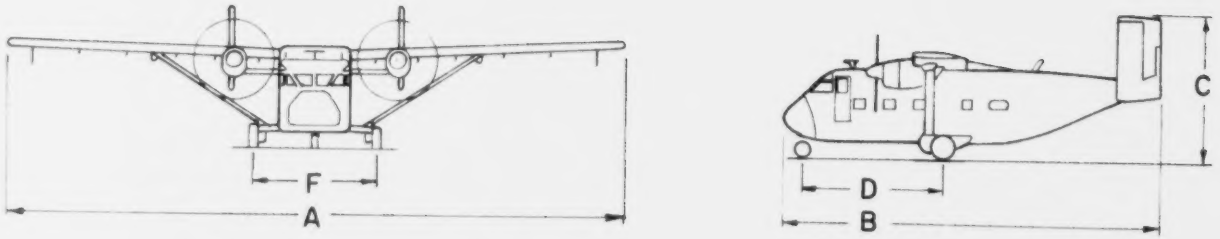


FIGURE 2-16. SHORT BROS. AND HARLAND SC.7 SKYVAN

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
240	42,400 LB 19,292 KG	39,800 LB 18,109 KG	91'9" 27.97M	74'8" 22.76M	26'11" 8.20M	24'10" 7.57M	32'9" 9.98M	25'0" 7.62M	12'6" 3.81M	32'2" 9.80M	1'0" 0.31M	14'8" 4.47M	9'0" 2.74M	60'6" 18.44M
340	47,000 LB 21,385 KG	46,500 LB 21,158 KG	105'4" 32.18M	79'2" 24.13M	28'2" 8.59M	26'2" 7.98M	34'1" 10.39M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'0" 0.31M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M
440	49,200 LB 22,386 KG	47,650 LB 21,681 KG	105'4" 32.18M	81'6" 24.84M	28'2" 8.59M	26'2" 7.98M	36'5" 11.10M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'0" 0.31M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M
580	54,600 LB 24,843 KG	52,000 LB 23,660 KG	105'4" 32.18M	81'6" 24.84M	29'2" 8.89M	26'2" 7.98M	36'5" 11.10M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'0" 0.31M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M
600	46,200 LB 21,021 KG	44,000 LB 20,020 KG	91'9" 27.97M	74'8" 22.76M	26'11" 8.20M	24'10" 7.57M	32'9" 9.98M	25'0" 7.62M	12'6" 3.81M	32'2" 9.80M	1'3" 0.38M	14'8" 4.47M	9'0" 2.74M	60'6" 18.44M
640	55,000 LB 25,025 KG	52,500 LB 23,888 KG	105'4" 32.18M	81'6" 24.84M	28'2" 8.59M	26'2" 7.98M	36'5" 11.10M	25'0" 7.62M	12'6" 3.81M	38'7" 11.76M	1'1" 0.33M	14'8" 4.47M	11'0" 3.35M	67'4" 20.52M

NOTE: MODELS 240, 340, 440 HAVE RECIPROCATING ENGINES.
ALL OTHERS HAVE TURBOPROP ENGINES.

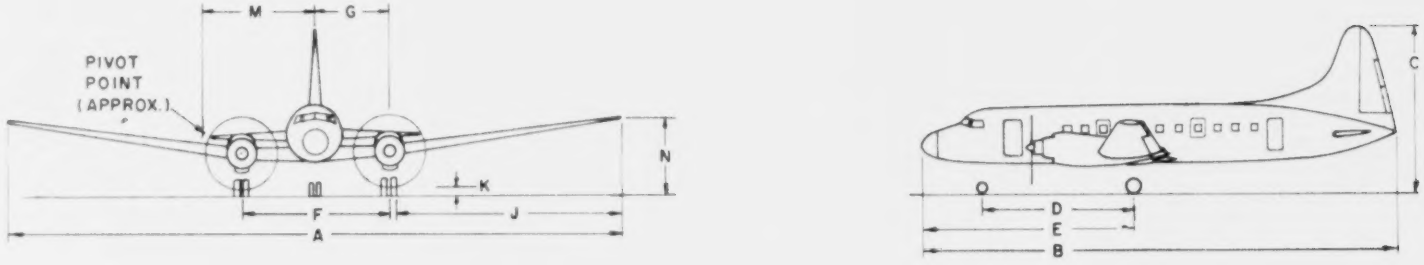


FIGURE 2-17. CONVAIR-LINER AND TURBOPROP CONVERSIONS

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
25,200 LB 11,466 KG	25,200 LB 11,466 KG	95'0" 28.96M	64'6" 19.66M	23'6" 7.16M	37'11" 11.56M	18'6" 5.64M	18'6" 5.64M	9'3" 2.82M	37'7" 11.46M	1'4" 0.41M	9'3" 2.82M	9'4" 2.84M	57'3" 17.45M

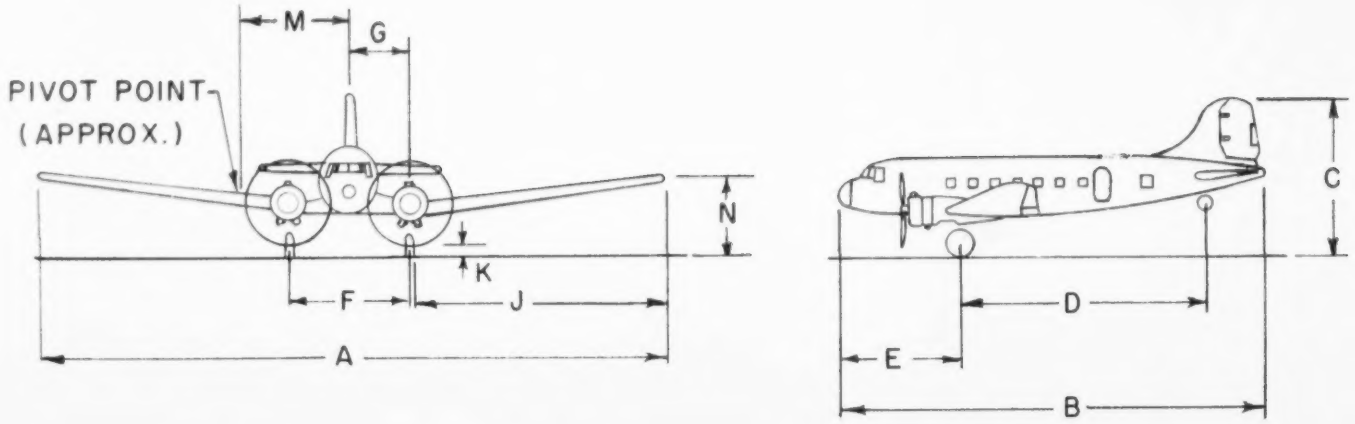
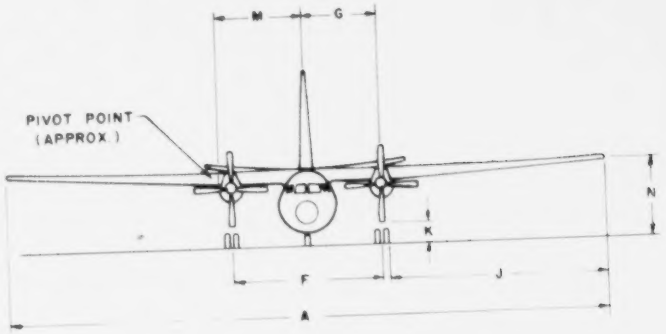


FIGURE 2-18. DOUGLAS DC-3

MODEL	MAXIMUM TAKEOFF ~~WEIGHT~~	MAXIMUM ~~LANDING~~ WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
F-27 *	40,500 LB 18,428 KG	40,000 LB 18,200 KG	95'2" 29.52M	77'2" 23.52M	27'6" 8.38M	28'8" 8.73M	34'6" 10.52M	23'8" 7.22M	11'10" 3.61M	34'6" 10.52M	2'10" 0.87M	16'6" 5.03M	11'10" 3.61M	64'0" 19.51M
FH-227 **	43,500 LB 19,793 KG	43,000 LB 19,565 KG	95'2" 29.01M	83'8" 25.50M	27'7" 8.40M	34'7" 10.55M	40'3" 12.27M	23'8" 7.22M	11'10" 3.61M	34'9" 10.59M	3'2" 0.97M	12'4" 3.76M	11'10" 3.61M	59'7" 18.16M

* F-27A,J HAVE MAXIMUM TAKEOFF WEIGHT OF 42,000 LB (19,110 KG).

** FH-227B HAS MAXIMUM (TAKEOFF) WEIGHT OF (45,500 LB (20,704 KG)).
(LANDING) (45,000 LB (20,475 KG)).



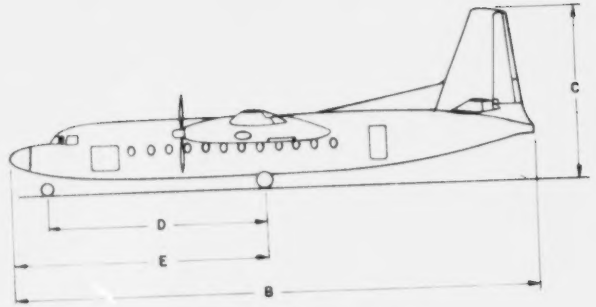


FIGURE 2-19. FAIRCHILD F-27 AND VARIANTS

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
33,600 LB 15,288 KG	30,400 LB 13,832 KG	78'4" 23.88M	63'9" 19.43M	22'10" 6.98M	19'10" 6.04M	26'8" 8.11M	24'7" 7.47M	12'1" 3.68M	25'6" 7.77M	1'6" 0.45M	12'1" 3.68M	8'8" 2.65M	51'7" 15.67M

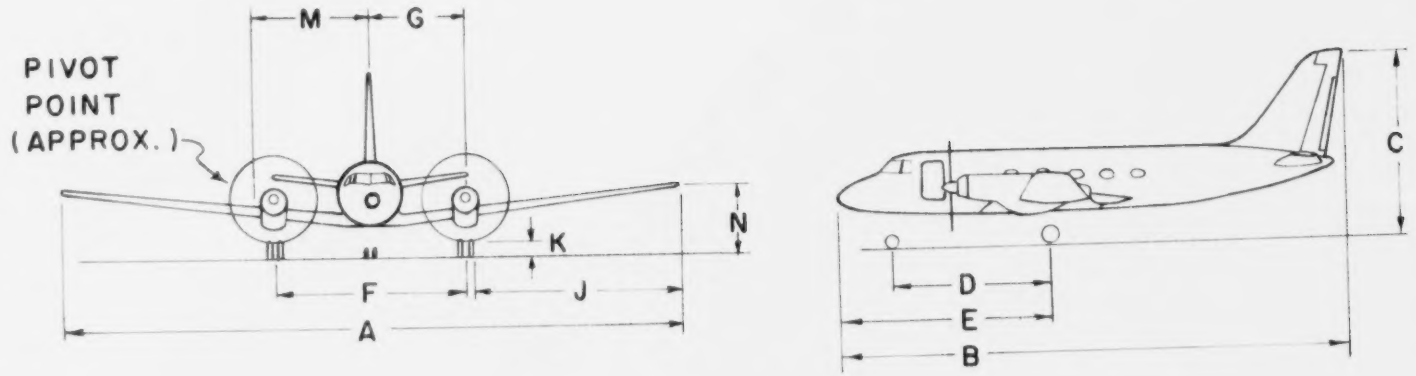


FIGURE 2-20. GRUMMAN GULFSTREAM I

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
44,900 LB 20,430 KG	43,000 LB 19,565 KG	93'4" 28.45M	74'7" 22.73M	28'8" 8.24M	22'5" 6.83M	32'3" 9.83M	25'0" 7.62M	12'6" 3.81M	32'8" 9.96M	0'11" 0.28M	12'6" 3.81M	12'6" 3.81M	59'2" 18.03M

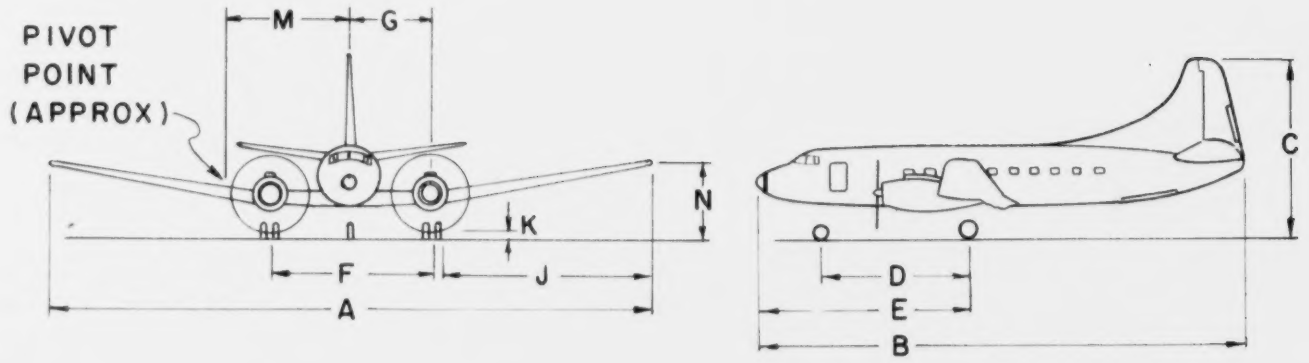


FIGURE 2-21. MARTIN 404

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
23,370 LB 10,634 KG	22,710 LB 10,334 KG	71'10" 21.89M	63'3" 19.28M	20'4" 6.18M	23'9" 7.24M	29'9" 9.07M	10'3" 3.12M	9'8" 2.95M	30'5" 9.27M	5'5" 1.65M	5'2" 1.60M	12'6" 3.84M	41'1" 12.52M

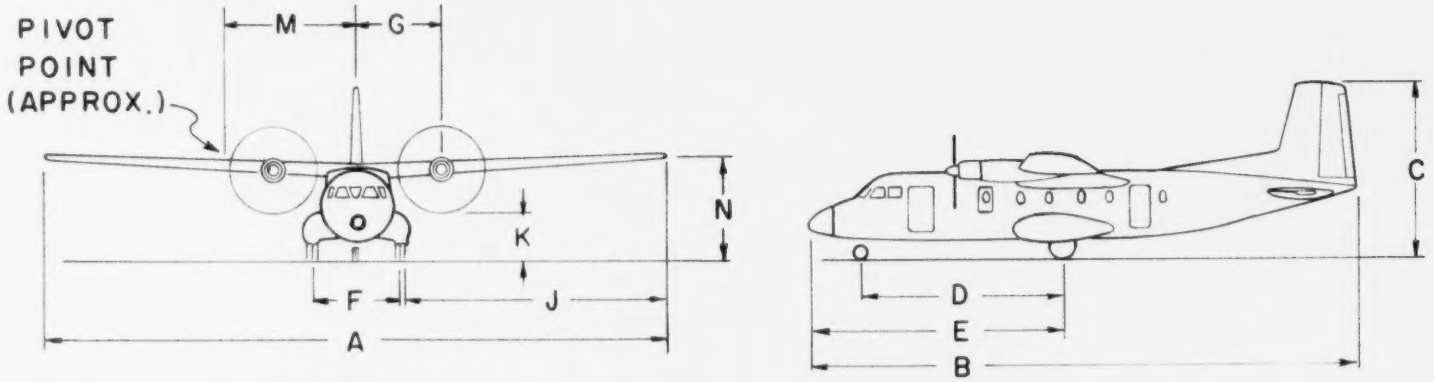


FIGURE 2-22. AÉROSPATIALE NORD 262

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
13,500 LB 6,143 KG	13,150 LB 5,984 KG	71'6" 21.79M	48'6" 14.78M	15'7" 4.75M	14'5" 4.39M	NA	16'8" 5.14M	NA	NA	15'0" 4.57M	NA	NA	NA	NA	NA

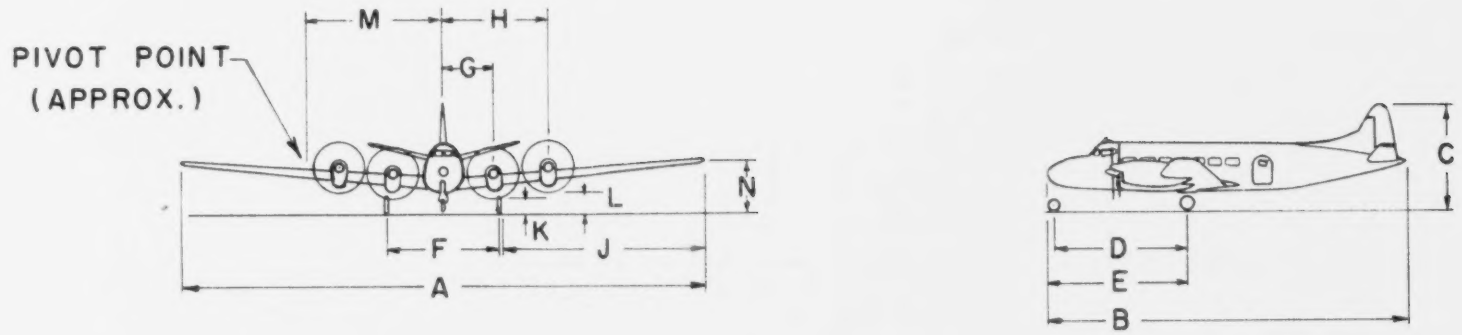


FIGURE 2-23. HAWKER SIDDELEY HERON

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
44,490 LB 20,243 KG	42,100 LB 19,156 KG	98'6" 30.02M	67'0" 20.49M	24'10" 7.63M	20'8" 6.32M	NA	24'9" 7.60M	NA	35'11" 10.95M	2'0" 0.61M	NA	NA	59'0" 17.98M

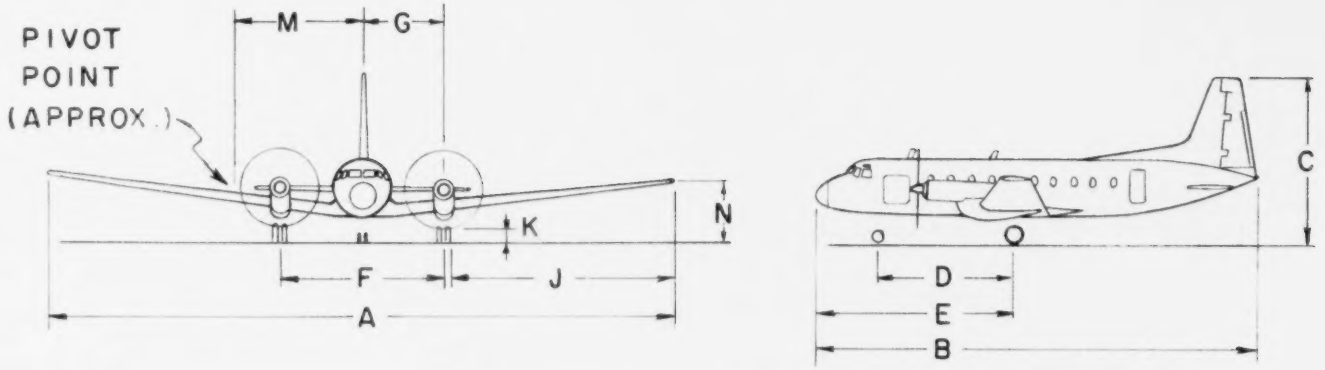


FIGURE 2-24. HAWKER SIDDELEY HS-748

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
54,010 LB 24,575 KG	52,910 LB 24,075 KG	105'0" 32.00M	86'4" 26.31M	29'6" 8.99M	31'3" 9.53M	NA	28'3" 8.61M	NA	37'8" 11.38M	NA	NA	NA	NA

FIGURE 2-25. NIHON/N.A.M.C. YS-11A

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
DC-4	73,000 LB 33,215 KG	63,500 LB 28,893 KG	117'6" 35.81M	93'11" 28.63M	27'11" 8.51M	27'5" 8.36M	36'0" 10.98M	24'8" 7.52M	12'4" 3.76M	26'4" 8.03M	44'7" 13.59M	2'2" 0.66M	3'9" 1.14M	13'9" 4.19M	13'6" 4.11M	86'2" 26.26M
DC-6	104,000 LB 47,320 KG	86,200 LB 39,221 KG	117'6" 35.81M	105'7" 32.18M	29'3" 8.92M	36'2" 11.02M	44'9" 13.64M	24'8" 7.52M	12'4" 3.76M	26'4" 8.03M	44'7" 13.59M	1'11" 0.58M	3'6" 1.07M	13'11" 4.24M	13'6" 4.11M	72'8" 22.15M
DC-7	143,000 LB 65,065 KG	111,000 LB 50,455 KG	127'6" 38.86M	112'3" 34.21M	31'8" 9.65M	39'6" 12.04M	48'1" 14.66M	34'8" 10.57M	17'4" 5.28M	31'4" 9.55M	44'7" 13.59M	1'3" 0.38M	3'10" 0.87M	17'4" 5.28M	13'6" 4.11M	81'1" 24.71M

NOTE: MODEL DC-4 HAS ROUNDED VERTICAL STABLIZER AND CIRCULAR CABIN WINDOWS.

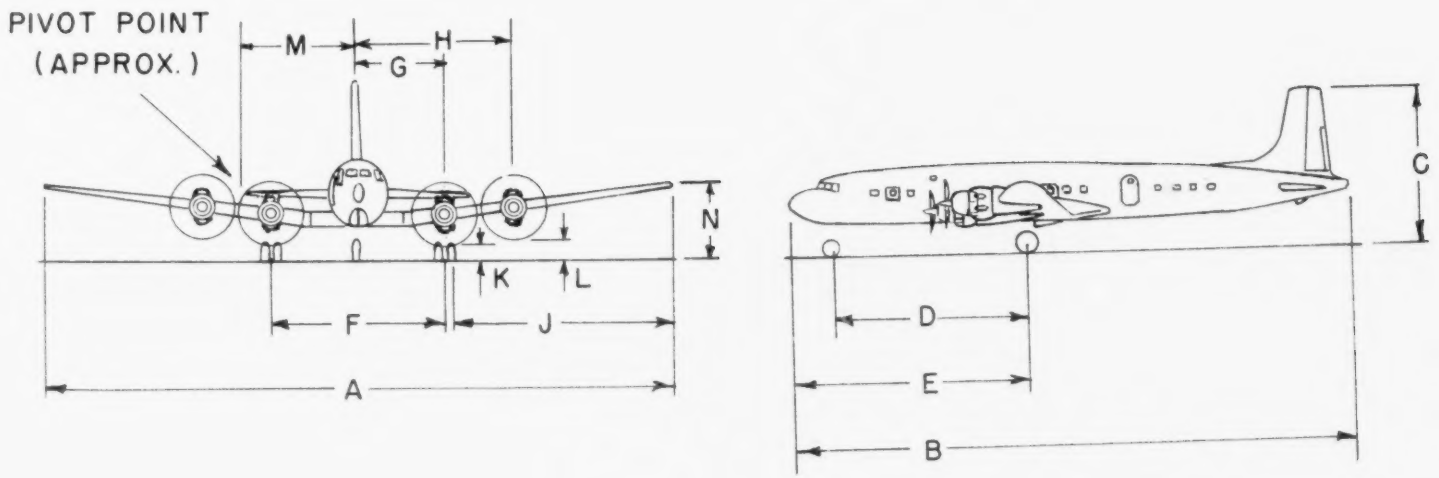


FIGURE 2-26. DOUGLAS DC-4/6/7

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
116,000 LB	95,650 LB	99'0"	104'7"	33'8"	37'0"	48'3"	31'2"	15'7"	29'9"	37'9"	1'3"	2'6"	15'7"	10'11"	65'1"
52,618 KG	43,521 KG	29.91M	31.88M	10.26M	11.27M	14.71M	9.50M	4.75M	9.07M	9.98M	0.33M	0.76M	4.75M	3.33M	19.84M

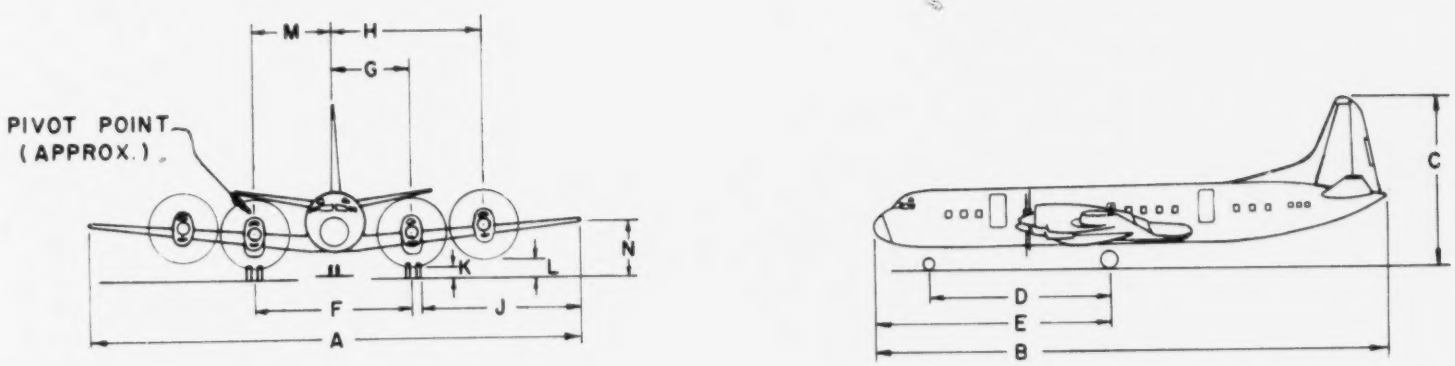


FIGURE 2-27. LOCKHEED L-188 ELECTRA

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
L-100-20	155,000 LB 70,300 KG	130,000 LB 58,960 KG	132'7" 40.41M	106'1" 32.33M	39'4" 11.98M	37'1" 11.30M	48'7" 14.80M	14'3" 4.34M	16'9" 5.08M	33'4" 10.16M	57'5" 17.50M	5'11" 1.80M	6'11" 2.11M	12'0" 3.65M	15'4" 4.67M	88'0" 26.8M
L-100-30	155,000 LB 70,300 KG	135,000 LB 61,220 KG	132'7" 40.41M	112'9" 34.36M	39'2" 11.93M	40'5" 12.31M	51'11" 15.81M	14'3" 4.34M	16'9" 5.08M	33'4" 10.16M	557'5" 17.50M	5'11" 1.80M	6'11" 2.11M	14'0" 4.27M	15'3" 4.64M	90'0" 27.4M

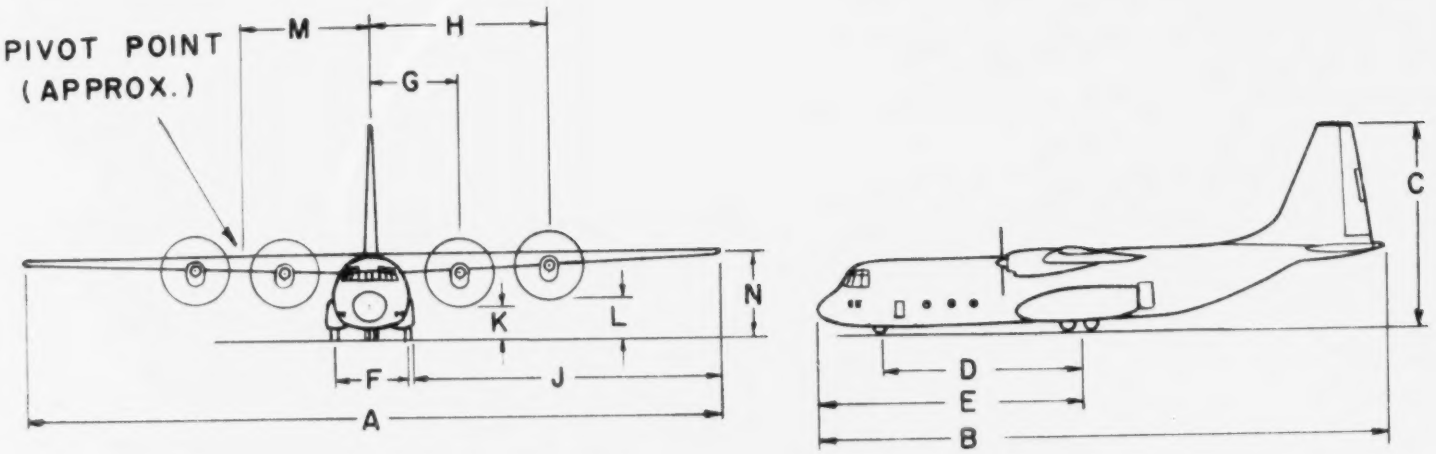


FIGURE 2-28. LOCKHEED L-382 HERCULES

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
749A	107,000 LB 48,685 KG	89,500 LB 40,723 KG	123'0" 37.49M	95'2" 29.01M	22'5" 6.83M	33'0" 10.06M	39'3" 11.96M	28'0" 8.53M	14'0" 4.27M	29'10" 9.09M	45'5" 13.84M	1'9" 0.53M	3'11" 1.19M	31'1" 9.47M	15'11" 4.85M	92'7" 28.22M
1049*	120,000 LB 54,600 KG	101,500 LB 46,183 KG	123'0" 37.49M	113'7" 34.62M	24'10" 7.57M	43'7" 13.28M	49'11" 15.21M	28'0" 8.53M	14'0" 4.27M	29'10" 9.09M	45'5" 13.84M	1'9" 0.53M	3'11" 1.19M	26'0" 7.92M	16'3" 4.95M	87'6" 20.07M
1649A	160,000 LB 72,800 KG	123,000 LB 55,965 KG	150'0" 45.72M	116'2" 35.41M	23'5" 7.14M	45'7" 13.89M	54'4" 16.56M	38'5" 11.71M	19'2" 5.84M	37'4" 11.38M	53'10" 16.41M	1'5" 0.44M	3'7" 1.09M	28'4" 8.64M	16'11" 5.16M	103'5" 32.13M

* MODEL 1049C HAS MAXIMUM TAKEOFF WEIGHT OF 137,500 LB. (62,561 KG).
LANDING 113,000 LB. (51,364 KG).

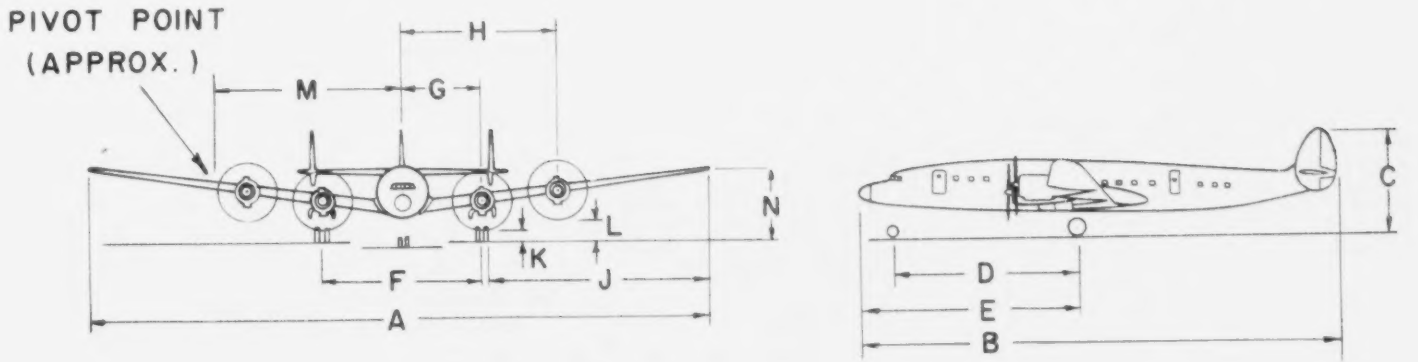


FIGURE 2-29. LOCKHEED CONSTELLATION AND SUPER CONSTELLATION

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
745	64,500 LB 29,319 KG	57,500 LB 26,137 KG	93'9" 28.57M	81'10" 24.94M	26'9" 8.15M	25'3" 7.70M	35'8" 10.87M	23'10" 7.32M	12'9" 3.88M	23'1" 7.07M	33'9" 10.29M	1'1" 0.33M	1'9" 0.53M	20'10" 6.56M	8'7" 2.62M	67'8" 20.62M
810	72,500 LB 32,988 KG	62,000 LB 28,210 KG	93'9" 28.57M	85'8" 25.83M	26'9" 8.15M	29'1" 8.86M	39'6" 12.04M	23'10" 7.32M	12'9" 3.88M	23'1" 7.07M	33'9" 10.29M	1'1" 0.33M	1'9" 0.53M	24'5" 7.39M	8'7" 2.62M	71'3" 21.72M

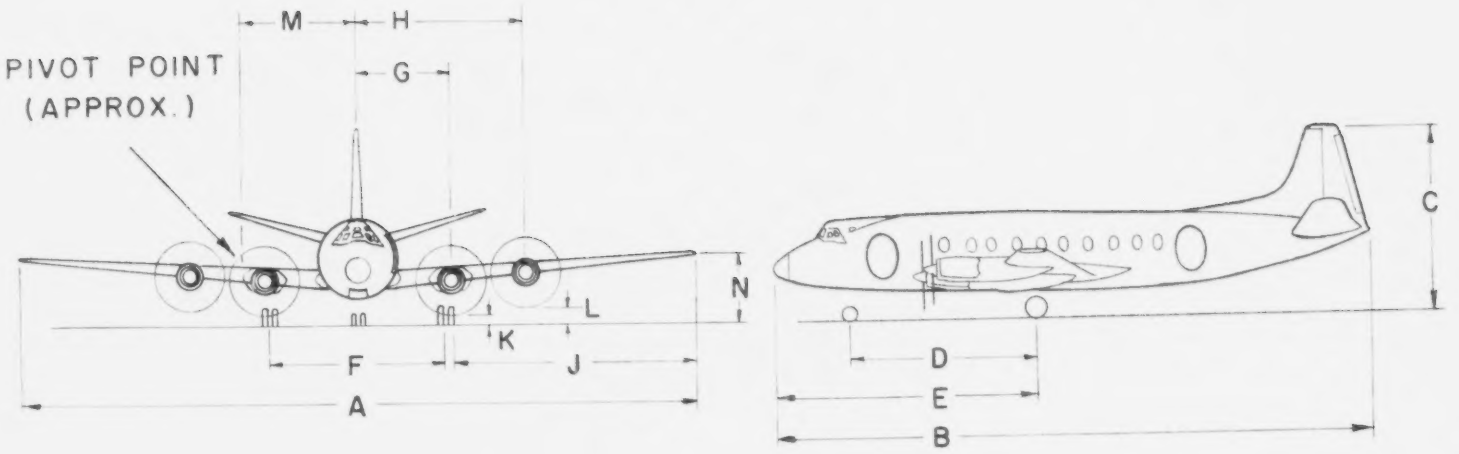


FIGURE 2-30. B.A.C./VICKERS VISCOUNT

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
11,650 LB 5,284 KG	11,000 LB 4,989 KG	43'9" 13.34M	44'1" 13.44M	14'4" 4.37M	15'2" 4.62M	NA	12'7" 3.84M	NA	14'11" 4.55M	NA	NA	NA	NA

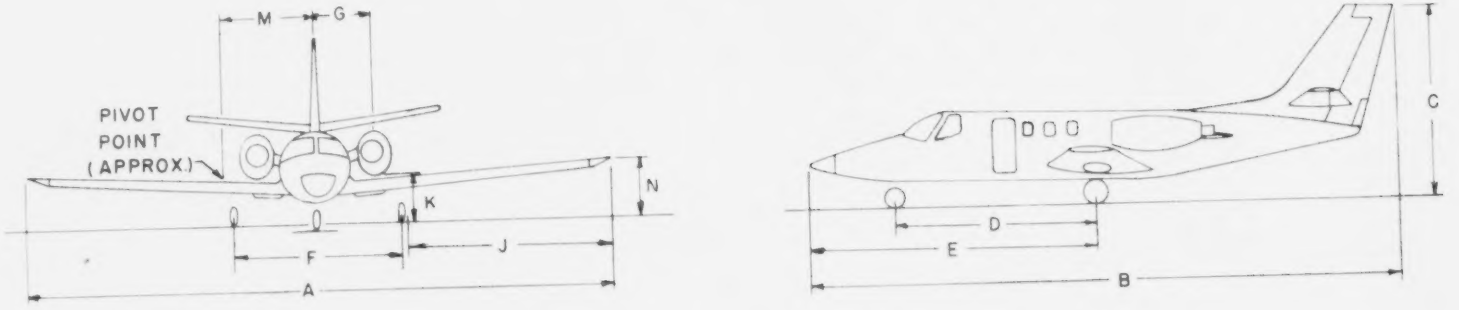


FIGURE 2-31. CESSNA CITATION

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
24	13,000 LB 5,915 KG	11,880 LB 5,406 KG	35'7" 10.85M	43'3" 13.18M	12'7" 3.84M	16'2" 4.98M	21'9" 6.63M	8'3" 2.51M	3'8" 1.12M	12'9" 3.89M	4'10" 1.49M	16'0" 4.88M	3'3" 0.99M	34'0" 10.36M
25	15,000 LB 6,825 KG	13,300 LB 6,052 KG	35'7" 10.85M	47'7" 14.51M	12'7" 3.84M	16'2" 4.98M	26'0" 7.92M	8'3" 2.51M	3'8" 1.12M	13'1" 3.99M	4'10" 1.49M	16'0" 4.88M	3'3" 0.99M	34'0" 10.36M
35, 36	17,500 LB 7,955 KG	14,300 LB 6,500 KG	38'1" 11.61M	48'8" 14.84M	12'4" 3.76M	17'3" 5.26M	27'1" 8.25M	8'3" 2.51M	3'8" 1.12M	14'4" 4.26M	4'10" 1.49M	NA	3'6" 1.07M	NA

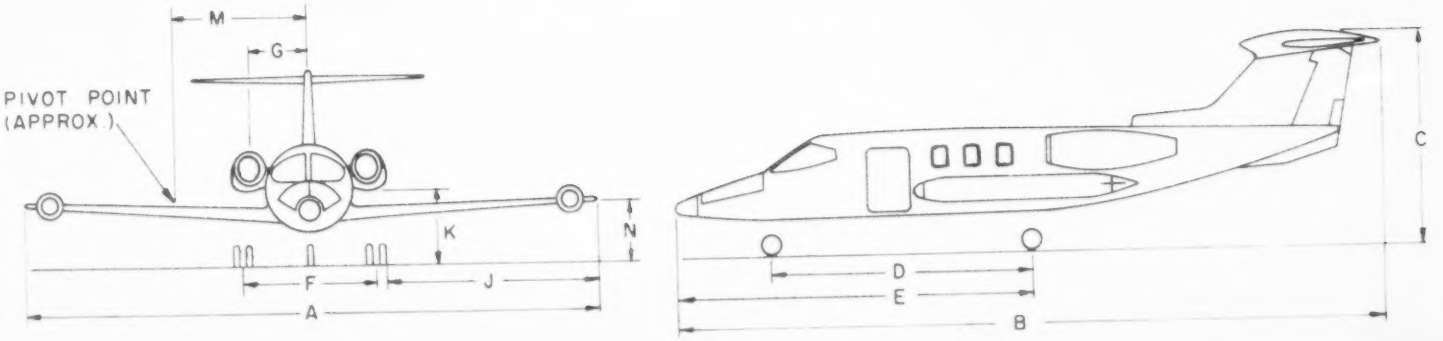


FIGURE 2-32. GATES LEARJET

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
62,000 LB 28,123 KG	58,500 LB 26,536 KG	68'10" 20.98M	79'11" 24.36M	24'6" 7.46M	33'4" 10.16M	40'5" 12.32M	13'8" 4.15M	6'3" 1.91M	26'8" 8.11M	8'10" 2.69M	6'9" 2.07M	6'0" 1.83M	45'0" 13.72M

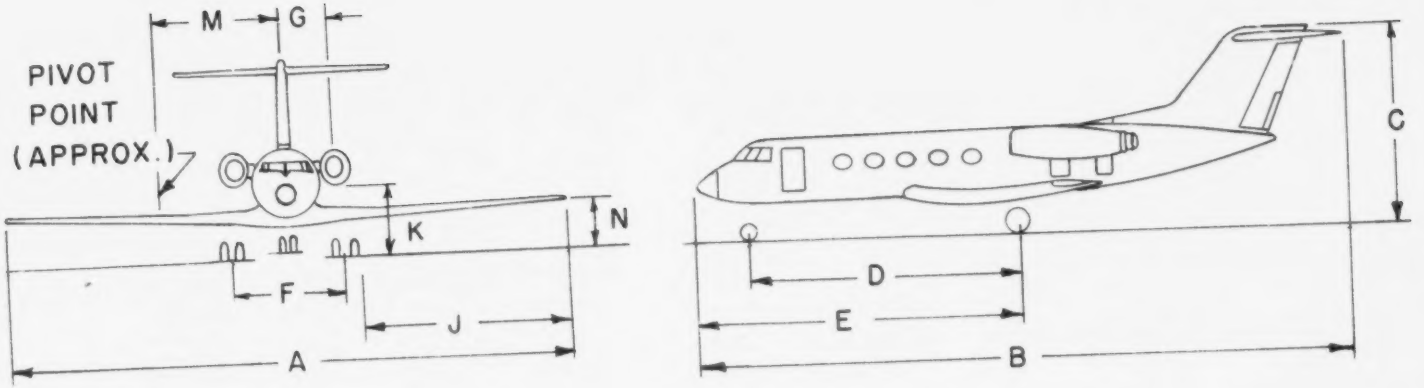


FIGURE 2-33. GRUMMAN GULFSTREAM II

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN
42,000 LB 19,050 KG	35,000 LB 15,880 KG	54'5" 16.29M	60'5" 18.42M	20'5" 6.22M	20'7" 6.28M	34'11" 10.65M	12'4" 3.76M	5'7" 1.71M	7'11" 2.42M	19'4" 5.90M	5'2" 1.60M	5'2" 1.60M	7'2" 2.19M	4'5" 1.34M	43'4" 13.2M

JETSTAR II SAME AS DASH 8 JETSTAR EXCEPT THAT MAXIMUM TAKEOFF WEIGHT IS 43,750 LB. (19,850 KG).
LANDING WEIGHT IS 36,000 LB. (16,330 KG).

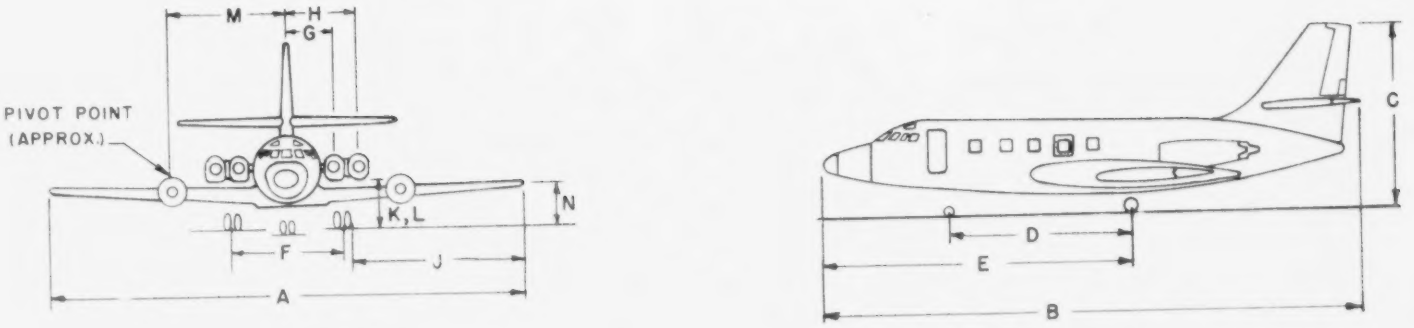


FIGURE 2-34. LOCKHEED 1329 JETSTAR

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
40	18,650 LB 8,486 KG	17,500 LB 7,963 KG	44'5" 13.54M	43'9" 13.34M	16'0" 4.88M	14'6" 4.42M	22'9" 6.93M	7'3" 2.21M	4'6" 1.37M	18'4" 5.59M	3'10" 1.16M	17'8" 5.38M	3'8" 1.12M	43'6" 13.26M
60	20,000 LB 9,098 KG	17,500 LB 7,963 KG	44'5" 13.54M	48'4" 14.73M	16'0" 4.88M	15'11" 4.85M	24'1" 7.34M	7'3" 2.21M	4'6" 1.37M	18'4" 5.59M	3'10" 1.16M	NA	3'8" 1.12 M	NA
70,75A	21,000,LB 9,546 KG	18,500 LB 8,410 KG	44'6" 13.57M	47'2" 14.40M	17'3" 5.24M	15'10" 4.81M	NA	8'4" 2.54M	4'6" 1.37M	NA	3'6" 1.05M	NA	3'7" 1.08M	NA

SRS 75A HAS MAXIMUM (TAKEOFF) WEIGHT OF (23,300 LB (10,591 KG)).
(LANDING) (22,000 LB (10,000 KG)).

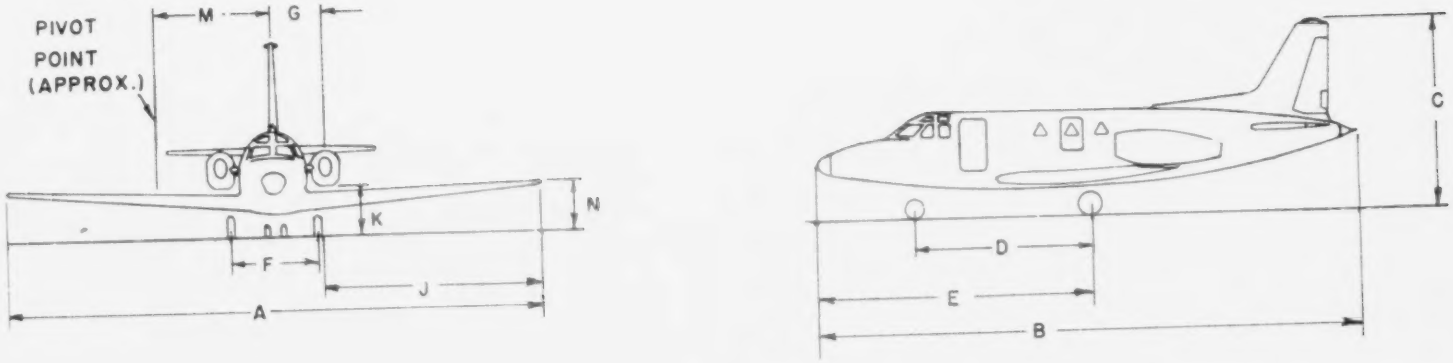


FIGURE 2-35. ROCKWELL INTERNATIONAL NA-265 SABRELINER

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
28,660 LB 13,000 KG	27,320 LB 12,392 KG	53'6" 16.31M	56'3" 17.14M	17'5" 5.31M	18'10" 5.74M	NA	12'2" 3.71M	5'6" 1.68M	18'11" 5.77M	5'8" 1.72M	15'3" 4.65M	4'10" 1.47M	42'0" 12.80M

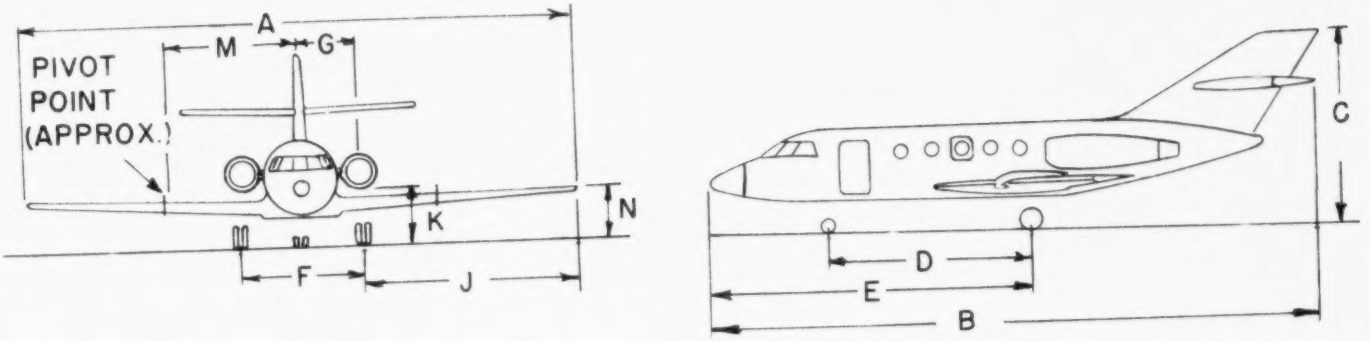


FIGURE 2-36. AVIONS MARCEL DASSAULT MYSTÈRE 20 (FAN JET FALCON)

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
63,000 LB 28,665 KG	54,000 LB 24,570 KG	77'4" 23.57M	80'7" 24.56M	27'10" 8.48M	29'3" 8.89M	28'2" 8.58M	16'7" 5.11M	8'6" 2.59M	28'10" 8.78M	5'2" 1.60M	8'3" 2.51M	7'9" 2.37M	50'0" 15.24M

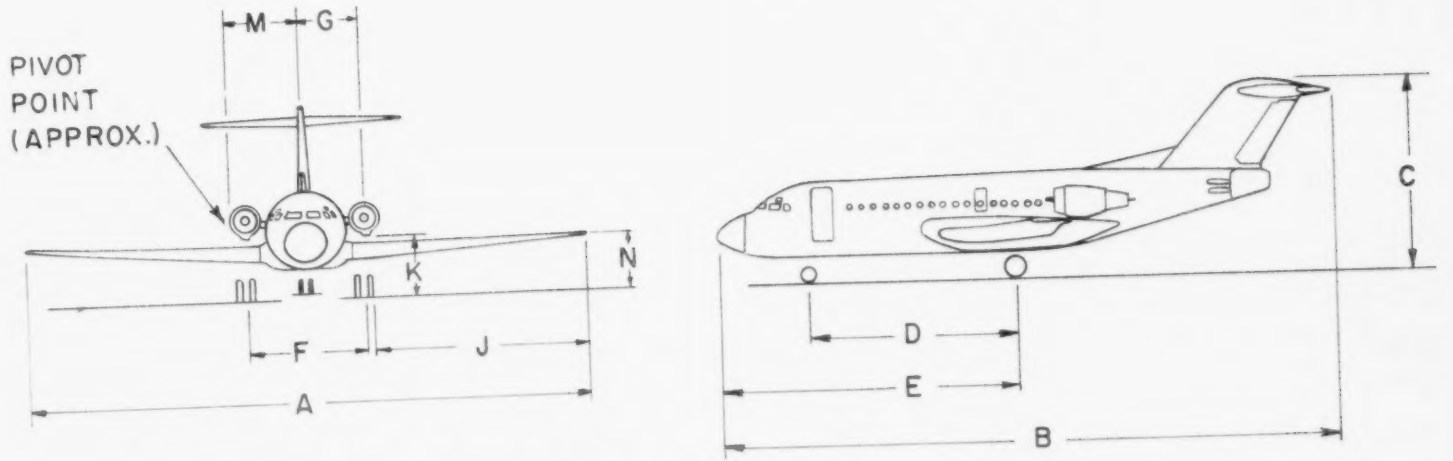


FIGURE 2-37. FOKKER F-28

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
20,280 LB 9,228 KG	19,400 LB 8,827 KG	47'6" 14.48M	54'6" 16.61M	16'2" 4.93M	22'1" 6.73M	28'2" 8.58M	7'9" 2.39M	4'8" 1.42M	19'7" 5.97M	5'11" 1.80M	8'3" 2.51M	7'3" 2.21M	29'5" 8.94M

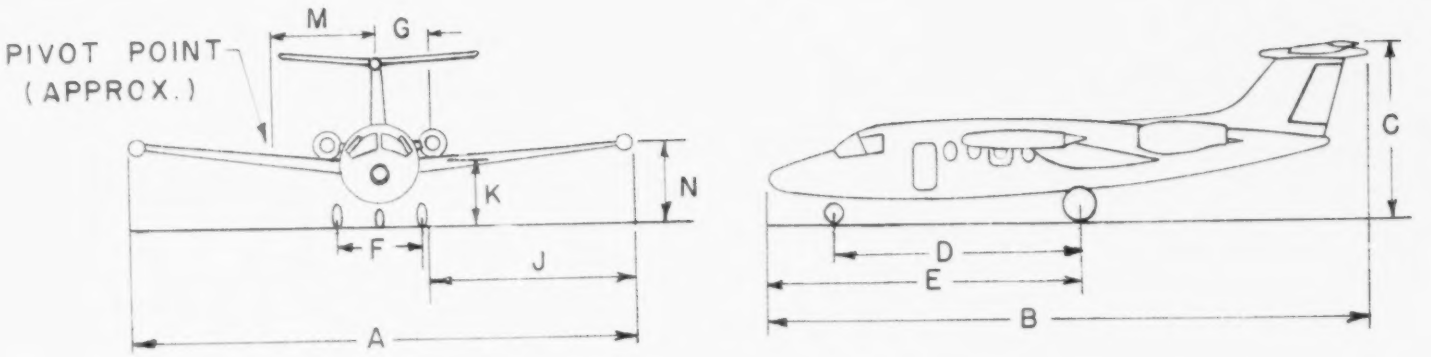


FIGURE 2-38. HAMBURGER-FLUGZEUBAU HFB-320 HANSA

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
23,300 LB 10,569 KG	20,000 LB 9,072 KG	47'0" 14.33M	47'5" 14.45M	16'6" 5.08M	18'9" 5.72M	26'3" 8.00M	9'2" 2.79M	4'2" 1.27M	18'7" 5.66M	4'9" 1.45M	19'0" 5.79M	4'4" 1.32M	43'0" 13.11M

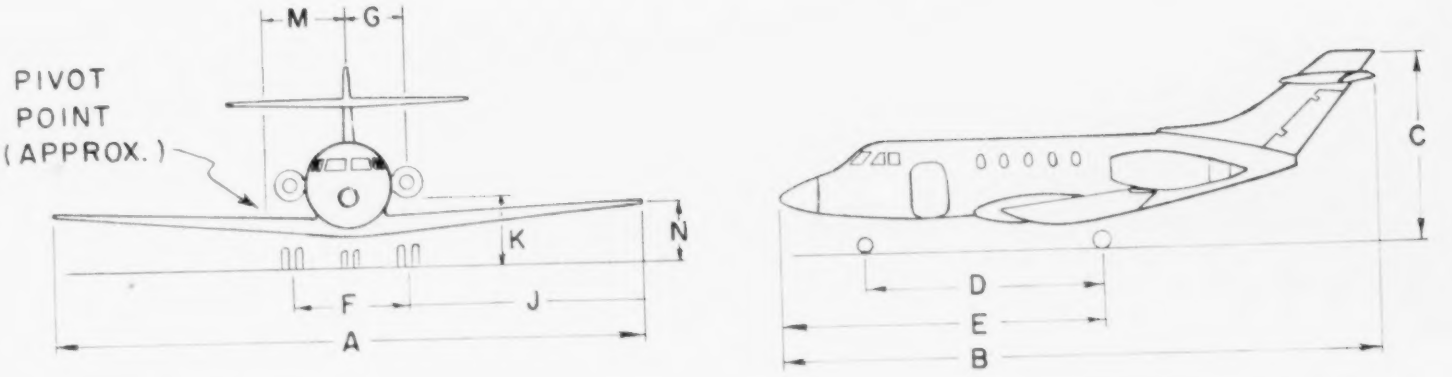


FIGURE 2-39. HAWKER SIDDELEY HS-125

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
1121	16,800 LB 7,644 KG	16,000 LB 7,280 KG	43'4" 13.23M	50'5" 15.37M	15'9" 4.80M	23'9" 7.24M	NA	11'2" 3.40M	3'4" 1.02M	15'9" 4.80M	5'2" 1.60M	23'8" 7.21M	4'11" 1.5CM	45'5" 13.84M
1123	20,500 LB 9,328 KG	19,000 LB 8,645 KG	43'4" 13.23M	52'3" 15.93M	15'9" 4.80M	23'9" 7.24M	NA	12'0" 3.66M	3'4" 1.02M	15'9" 4.80M	5'2" 1.60M	NA	NA	NA

NOTE: MODEL 1121 FORMERLY PRODUCED BY NORTH AMERICAN ROCKWELL AS "JET COMMANDER".

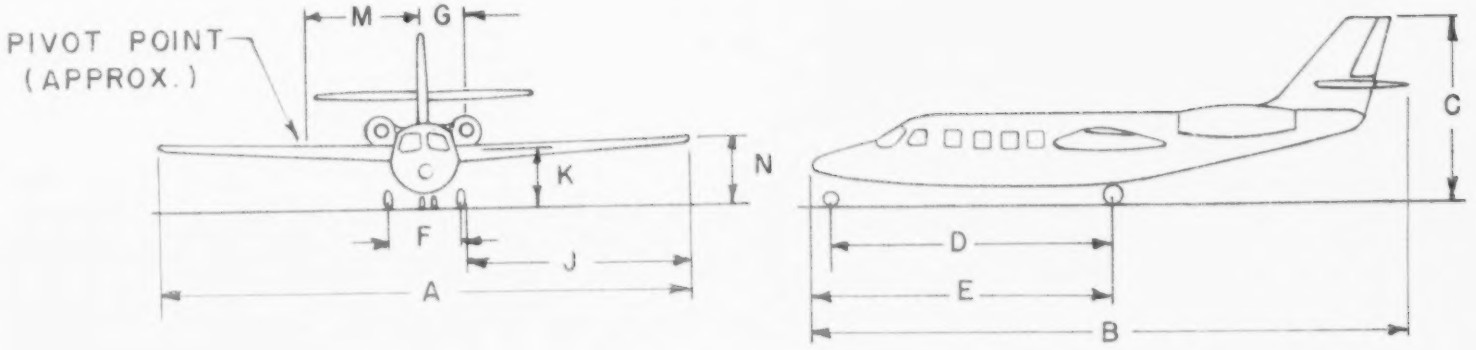


FIGURE 2-40. ISRAEL AIRCRAFT INDUSTRIES COMMODORE JET

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
707-120	257,000 LB 116,700 KG	185,000 LB 84,000 KG	130'10" 39.88M	145'1" 44.22M	41'8" 12.70M	52'4" 15.95M	69'9" 21.26M	22'1" 6.73M	27'2" 8.28M	46'9" 14.25M	52'5" 15.98M	2'4" 0.71M	4'8" 1.42M	36'7" 11.15M	12'4" 3.76M	107' 32.6M
707-120B	257,000 LB 116,700 KG	190,000 LB 86,300 KG	130'10" 39.88M	145'1" 44.22M	41'8" 12.70M	52'4" 15.95M	69'9" 21.26M	22'1" 6.73M	27'2" 8.28M	46'9" 14.25M	52'5" 15.98M	2'6" 0.76M	4'9" 1.45M	36'7" 11.15M	12'4" 3.76M	107' 32.6M
707-320	312,000 LB 141,600 KG	207,000 LB 94,000 KG	142'5" 43.41M	152'11" 46.61M	42'2" 12.85M	59'0" 17.98M	76'5" 23.29M	22'1" 6.73M	33'0" 10.1M	51'11" 15.82M	58'3" 17.75M	3'3" 0.99M	5'3" 1.60M	38'4" 11.68M	13'0" 3.96M	114' 34.7M
707-320B,C	327,000 LB 148,500 KG	207,000 LB 94,000 KG	145'9" 44.42M	152'11" 46.61M	42'1" 12.83M	59'0" 17.98M	76'5" 23.29M	22'1" 6.73M	33'0" 10.1M	51'11" 15.82M	60'3" 18.36M	3'4" 1.02M	5'4" 1.63M	38'4" 11.68M	13'1" 3.99M	114' 34.7M
720	229,000 LB 104,000 KG	175,000 LB 79,500 KG	130'10" 39.88M	136'2" 41.50M	41'5" 12.62M	50'8" 15.44M	67'11" 20.70M	21'11" 6.67M	27'2" 8.28M	46'1" 14.05M	52'8" 16.05M	2'10" 0.86M	4'11" 1.59M	32'9" 10.0M	12'2" 3.71M	102'5" 31.2M
720B	234,000 LB 106,200 KG	175,000 LB 79,500 KG	130'10" 39.88M	136'9" 41.68M	41'2" 12.55M	50'8" 15.44M	62'11" 19.17M	21'11" 6.67M	27'2" 8.28M	46'1" 14.05M	52'8" 16.05M	2'6" 0.76M	4'6" 1.32M	32'9" 10.0M	12'1" 3.68M	102'5" 31.2M

NOTES: SRS -120,-320,720 HAVE TURBOJET ENGINES. ALL OTHERS HAVE TURBOFAN ENGINES.
SRS -320B HAS OPTIONAL MAXIMUM TAKEOFF WEIGHT OF 333,600 LB. (151,500 KG) AND LANDING WEIGHT OF 215,000 LB. (95,500 KG).
SRS -320C HAS OPTIONAL MAXIMUM TAKEOFF WEIGHT OF 333,600 LB. (151,500 KG) AND LANDING WEIGHT OF 247,000 LB. (112,100 KG).

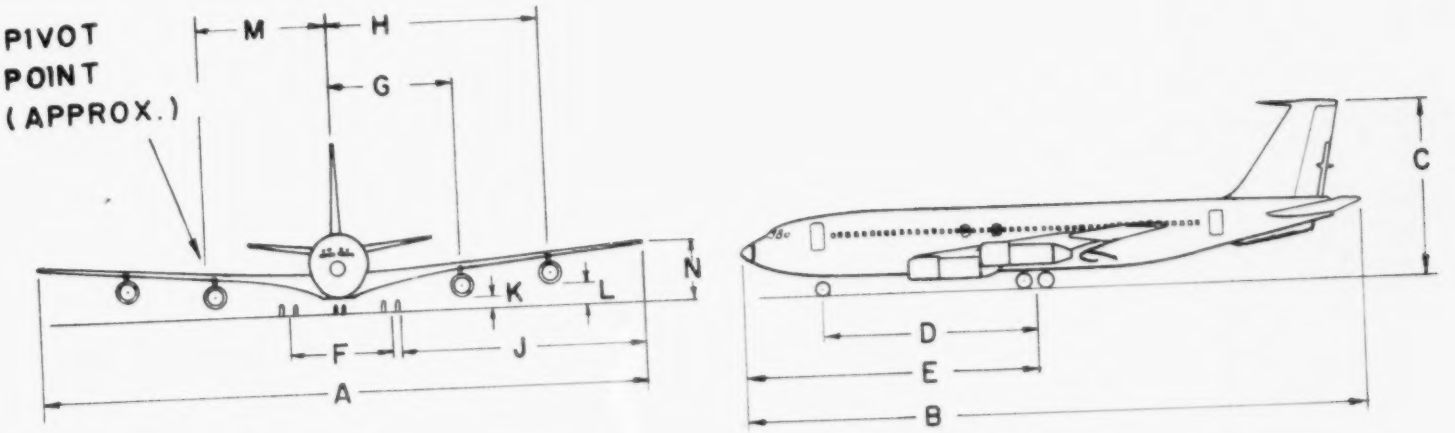


FIGURE 2-41. BOEING 707/720 (ALL SERIES)

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
100	160,000 LB 72,600 KG	142,500 LB 64,700 KG	108'0" 32.92M	133'2" 40.59M	34'0" 10.36M	53'3" 16.23M	68'4" 20.83M	18'9" 5.72M	9'4" 2.84M	42'9" 13.07M	10'4" 3.14M	14'4" 4.37M	8'3" 2.51M	12'0" 3.66M	72'0" 21.9M
200	190,500 LB 86,500 KG	154,500 LB 70,100 KG	108'0" 32.92M	153'2" 46.68M	34'0" 10.36M	63'3" 19.28M	78'4" 23.88M	18'9" 5.72M	9'4" 2.84M	42'9" 13.07M	10'4" 3.14M	16'11" 5.16M	8'0" 2.44M	12'0" 3.66M	82'0" 25.0M

NOTE: 727-200 HAS OPTIONAL MAXIMUM TAKEOFF WEIGHT OF 207,500 LB (94,200 KG),
LANDING 160,000 LB (72,600 KG).

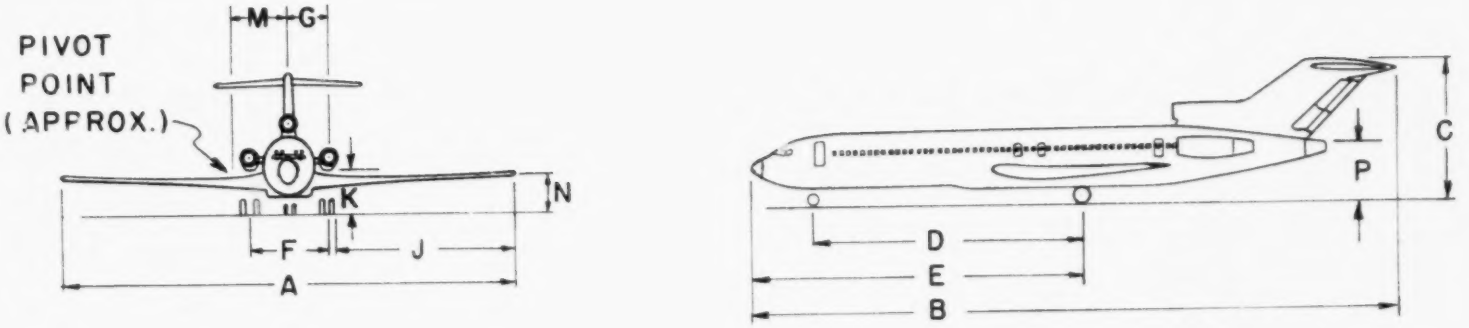


FIGURE 2-42. BOEING 727

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
100	100,000 LB 45,400 KG	93,000 LB 44,490 KG	93'0" 28.35M	94'0" 28.65M	37'2" 11.33M	34'4" 10.46M	47'4" 14.42M	17'2" 5.23M	15'10" 4.83M	36'2" 11.02M	1'8" 0.51M	9'1" 2.8M	10'0" 3.05M	56'11" 17.3M
200	115,500 LB 52,440 KG	103,000 LB 46,760 KG	93'0" 28.35M	100'0" 30.58M	37'3" 11.35M	37'4" 11.38M	50'4" 15.34M	17'2" 5.23M	15'10" 4.83M	36'2" 11.02M	1'8" 0.51M	9'9" 3.0M	10'0" 3.05M	57'8" 17.6M

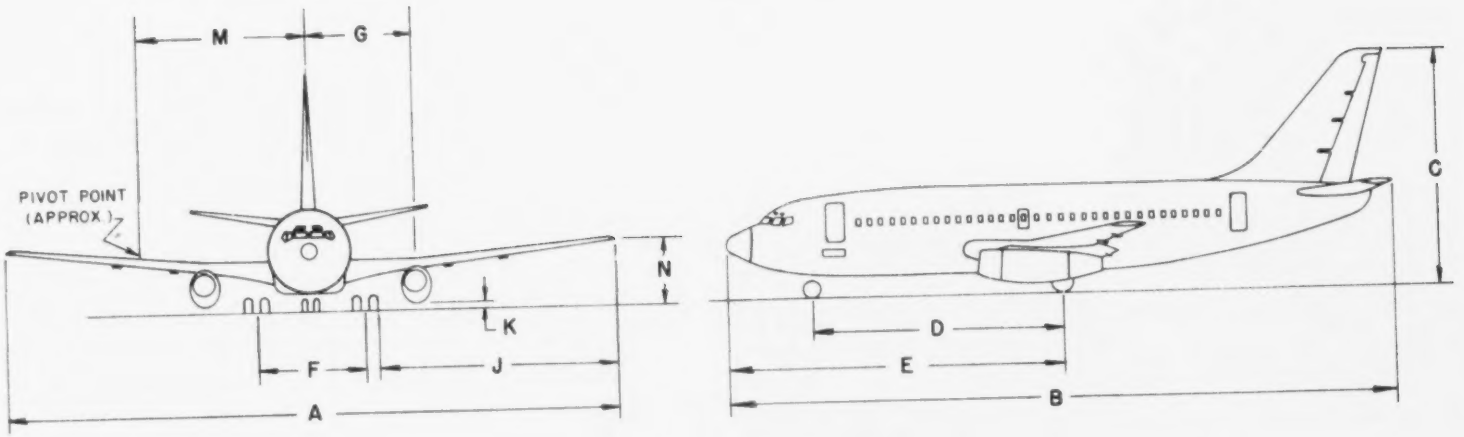


FIGURE 2-43. BOEING 737

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
100	710,000 LB 322,300 KG	564,000 LB 256,000 KG	195'8" 59.64M	231'10" 70.40M	64'3" 19.58M	84'0" 25.60M	109'5" 33.37M	36'1" 11.00M	39'9" 12.10M	69'10" 21.28M	77'6" 23.60M	3'9" 1.14M	6'0" 1.82M	50'0" 15.24M	17'7" 5.36M	168'0" 51.21M
SP	560,000 LB 299,600 KG	450,000 LB 204,300 KG	195'8" 59.64M	184'9" 56.31M	65'10" 20.06M	67'4" 20.52M	92'9" 28.27M	36'1" 11.00M	39'2" 11.94M	69'6" 21.18M	77'6" 23.60M	3'7" 1.10M	5'7" 1.71M	40'0" 12.19M	17'2" 5.23M	138'0" 42.06M

NOTES: 747-100 HAS OPTIONAL MAXIMUM TAKEOFF WEIGHT OF 735,000 LB. (333,700 KG).
-200 " " " " " " 820,000 LB. (372,300 KG).
-200 " " " LANDING " " 630,000 LB. (286,000 KG).
ALL OTHER 747-200 PARAMETERS SAME AS SHOWN FOR 747-100 ABOVE.

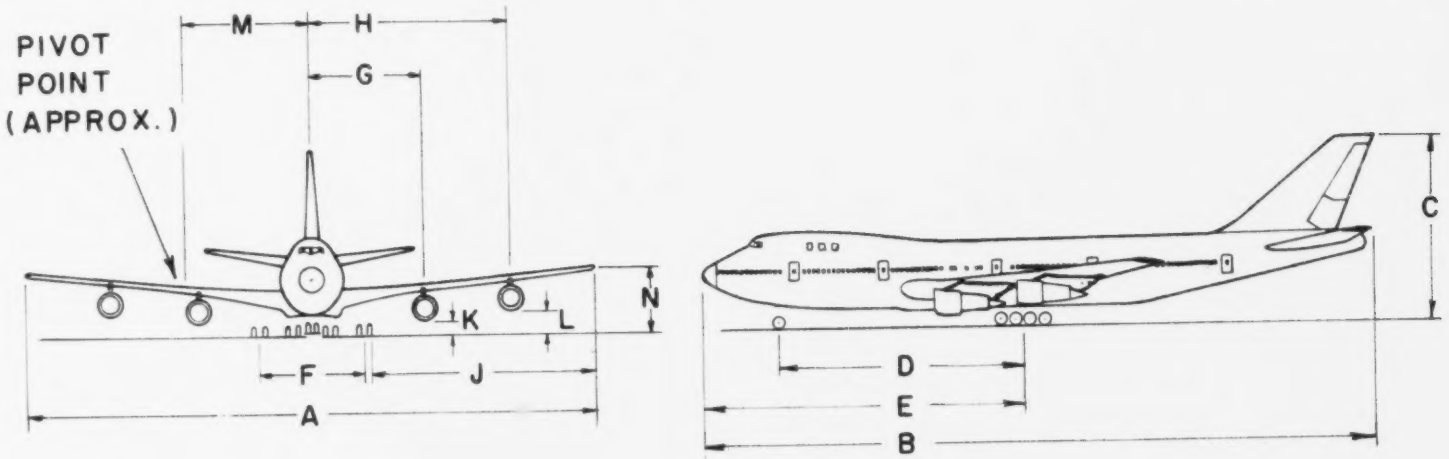


FIGURE 2-44. BOEING 747

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
22 (CONVAIR 880)	184,500 LB 83,948 KG	137,000 LB 62,335 KG	120'0" 36.58M	129'4" 39.42M	36'4" 11.07M	53'1" 16.18M	64'10" 19.76M	18'10" 5.74M	22'2" 6.76M	41'4" 12.60M	49'3" 15.01M	2'8" 0.81M	3'11" 1.19M	19'5" 5.52M	10'11" 3.33M	84'0" 25.60M
30A (CONVAIR 990)	246,200 LB 112,021 KG	202,000 LB 91,819 KG	120'0" 36.58M	139'9" 42.60M	39'6" 12.04M	57'3" 17.45M	68'11" 21.01M	19'11" 6.07M	22'2" 6.76M	41'4" 12.60M	48'10" 14.88M	2'9" 0.84M	4'0" 1.22M	29'3" 8.92M	12'9" 3.89M	93'8" 28.55M

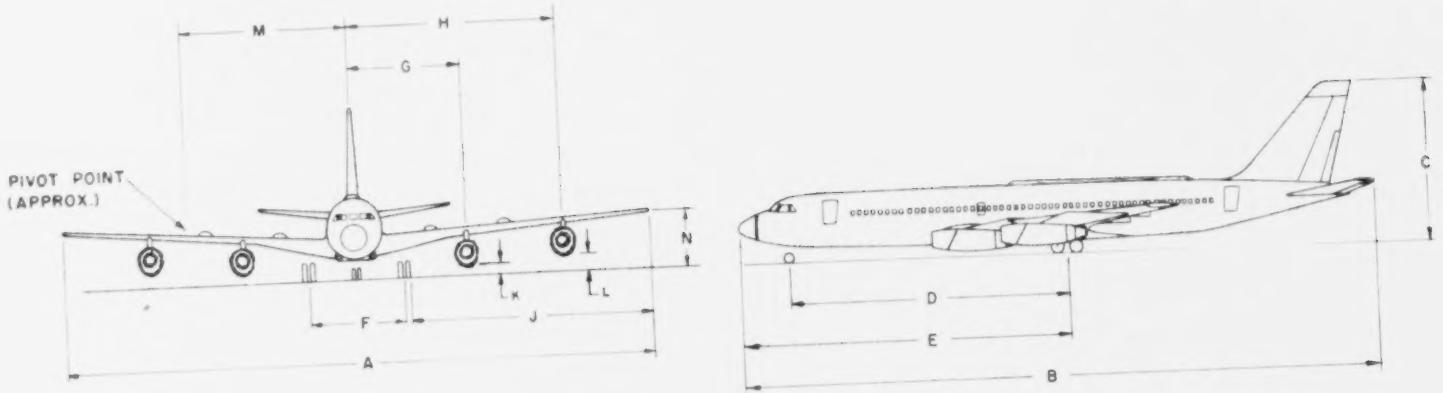


FIGURE 2-45. GENERAL DYNAMICS/CONVAIR 880/990

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
430,000 LB 195,048 KG	358,000 LB 162,174 KG	155'4" 47.35M	177'8" 54.15M	55'4" 16.87M	70'0" 21.34M	99'9" 30.40M	36'0" 10.97M	34'10" 10.62M	56'8" 17.27M	2'11" 0.90M	38'10" 11.83M	16'1" 4.90M	16'4" 5.00M	121'3" 36.97M

MODEL 100 HAS MAXIMUM TAKEOFF WEIGHT OF 450,000 LB. (204,120 KG) AND LANDING WEIGHT OF 368,000 LB. (166,925 KG).

MODEL 200 HAS MAXIMUM LANDING WEIGHT OF 466,000 LB. (211,378 KG) AND LANDING WEIGHT OF 368,000 LB. (166,925 KG).

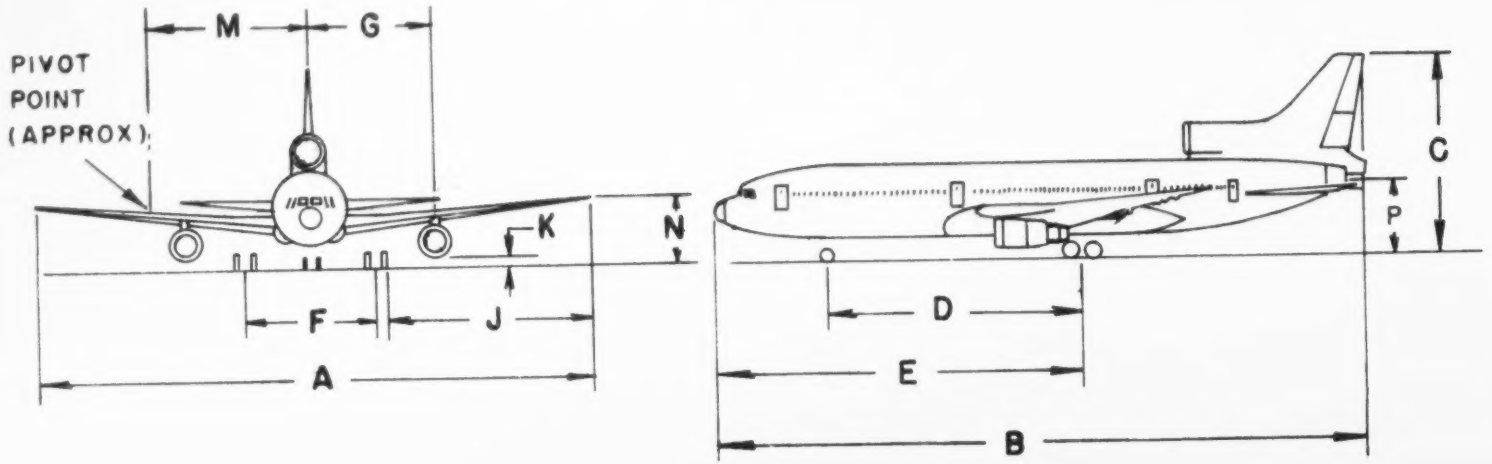


FIGURE 2-46. LOCKHEED L-1011 TRISTAR

SERIES	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
20,30, 40	315,000 LB 142,884 KG	207,000 LB 93,895 KG	142'5" 43.41M	150'9" 45.95M	42'3" 12.88M	57'6" 17.53M	73'3" 22.33M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	4'0" 1.22M	5'5" 1.65M	22'1" 6.73M	15'3" 4.65M	96'10" 29.51M
50	325,000 LB 147,420 KG	240,000 LB 108,000 KG	142'5" 43.41M	150'9" 45.95M	42'3" 12.88M	57'6" 17.53M	73'3" 22.33M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'1" 0.94M	4'7" 1.40M	22'1" 6.73M	15'3" 4.65M	96'10" 29.51M
61	328,000 LB 147,600 KG	258,000 LB 116,100 KG	142'5" 43.41M	187'5" 57.12M	41'10" 12.75M	77'6" 23.65M	93'3" 28.42M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	58'10" 17.93M	3'3" 0.99M	4'7" 1.40M	27'0" 8.23M	15'1" 4.60M	106'11" 32.59M
62	350,000 LB 158,760 KG	250,000 LB 112,500 KG	148'5" 45.24M	157'6" 48.00M	42'0" 12.80M	60'10" 18.54M	76'7" 23.34M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'10" 18.85M	2'7" 0.79M	4'2" 1.27M	39'4" 11.99M	15'6" 4.72M	116'5" 35.48M
63	355,000 LB 161,028 KG	275,000 LB 124,740 KG	148'5" 45.24M	187'5" 57.12M	41'10" 12.75M	77'6" 23.65M	93'3" 28.42M	20'10" 6.35M	25'9" 7.85M	44'7" 13.59M	61'10" 18.85M	2'7" 0.79M	4'2" 1.27M	38'10" 11.84M	15'4" 4.67M	116'1" 35.36M

NOTES: 1. SRS 50, 60 HAVE TURBOFAN ENGINES. ALL OTHERS HAVE TURBOJET ENGINES.

2. MODEL 21 MAXIMUM TAKEOFF WEIGHT 276,000 LB. (125,194 KG).
   LANDING 193,000 LB. (87,545 KG).

3. MODEL 33 HAS MAXIMUM TAKEOFF WEIGHT OF 315,000 LB. (142,884 KG).
   LANDING 93,895 LB. (93,895 KG).

4. ALL SERIES 10 HAVE BEEN MODIFIED TO MODEL 21 OR 51.

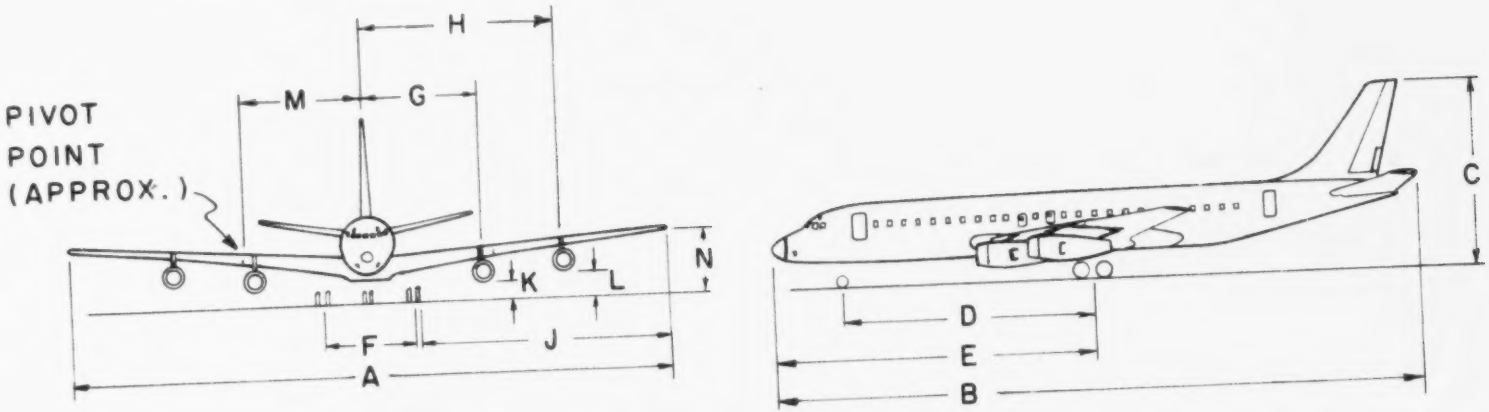


FIGURE 2-47. McDONNELL-DOUGLAS DC-8 (ALL SERIES)

SERIES	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
10	90,700 LB 41,142 KG	81,700 LB 37,059 KG	89'5" 27.25M	104'5" 31.82M	27'6" 8.38 M	43'8" 13.31M	51'3" 15.62M	16'4" 4.96M	8'11" 2.72M	35'0" 10.67M	6'6" 1.98M	8'6" 2.59M	7'2" 2.18M	59'7" 18.16M
20	100,000 LB 45,360 KG	95,300 LB 43,228 KG	93'4" 28.45M	104'5" 31.82M	27'6" 8.38M	43'8" 13.31M	51'3" 15.62M	16'4" 4.96M	8'11" 2.72M	36'11" 11.25M	6'6" 1.98M	8'6" 2.59M	7'4" 2.24M	59'6" 18.14M
30	108,000 LB 48,989 KG	99,000 LB 44,906 KG	93'4" 28.45M	119'4" 36.36M	27'6" 8.38M	53'2" 16.02M	60'9" 18.52M	16'4" 4.96M	8'11" 2.72M	36'11" 11.25M	6'6" 1.98M	10'4" 3.15M	7'4" 2.24M	65'2" 19.86M
40	114,000 LB 51,710 KG	102,000 LB 46,267 KG	93'4" 28.45M	125'7" 38.28M	28'0" 8.53M	56'2" 17.10M	63'9" 19.43M	16'0" 4.89M	8'11" 2.72M	37'0" 11.28M	7'0" 2.13M	10'11" 3.33M	7'2" 2.18M	68'6" 20.88M
50	121,000 LB 54,886 KG	110,000 LB 49,896 KG	93'4" 28.45M	133'7" 40.72M	28'3" 8.61M	60'11" 18.57M	68'6" 20.88M	16'0" 4.89M	8'11" 2.72M	37'0" 11.28M	6'11" 2.11M	11'10" 3.61M	7'2" 2.18M	71'10" 21.89M

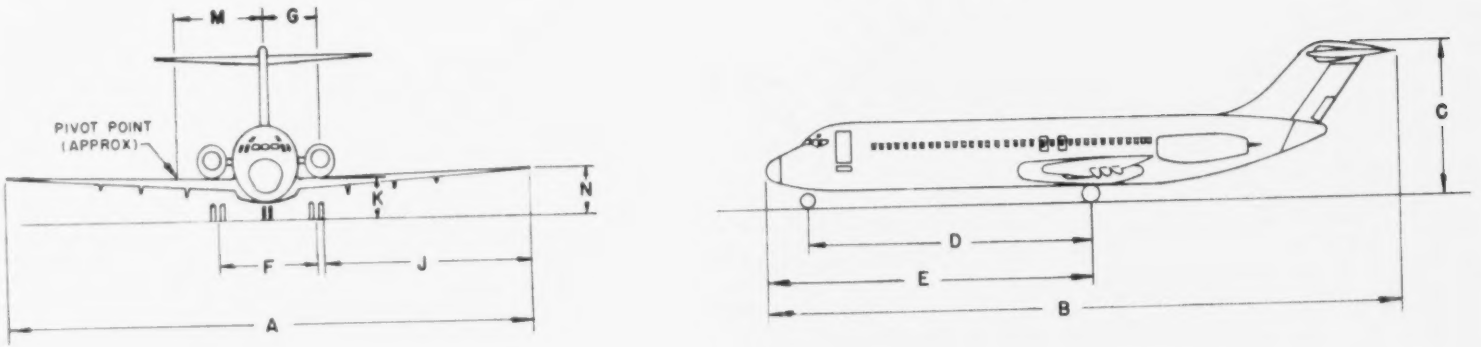


FIGURE 2-48. McDONNELL-DOUGLAS DC-9 (ALL SERIES)

SERIES	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	P	TURN RADIUS
10	430,000 LB 195,048 KG	363,500 LB 164,884 KG	155'4" 47.35M	182'3" 55.55M	57'6" 17.53M	72'4.6" 22.06M	100'4" 30.56M	35'0" 10.67M	30'11" 9.42M	57'4" 17.45M	2'10" 0.86M	39'0" 11.9M	14'6" 4.42M	29'9" 9.07M	121'8" 37.1M
30,40	555,000 LB 251,748 KG	403,000 LB 182,801 KG	165'4" 50.39M	181'7" 55.35M	57'7" 17.55M	72'4.6" 22.06M	100'4" 30.56M	35'0" 10.67M	30'11" 9.42M	62'4" 18.97M	2'11" 0.89M	37'2.4" 11.3M	14'6" 4.42M	29'11" 9.12M	125'4" 38.2M

NOTES: 1. CENTERLINE MAIN LANDING GEAR ON SERIES 30, 40 ONLY.

2. SERIES 40 HAS LENGTH (B) OF 182'3" (55.55M).

3. ALL VERTICAL DIMENSIONS SHOWN ARE NOMINAL CLEARANCE, MAXIMUM RAMP WEIGHT AND NOMINAL CENTER OF GRAVITY.

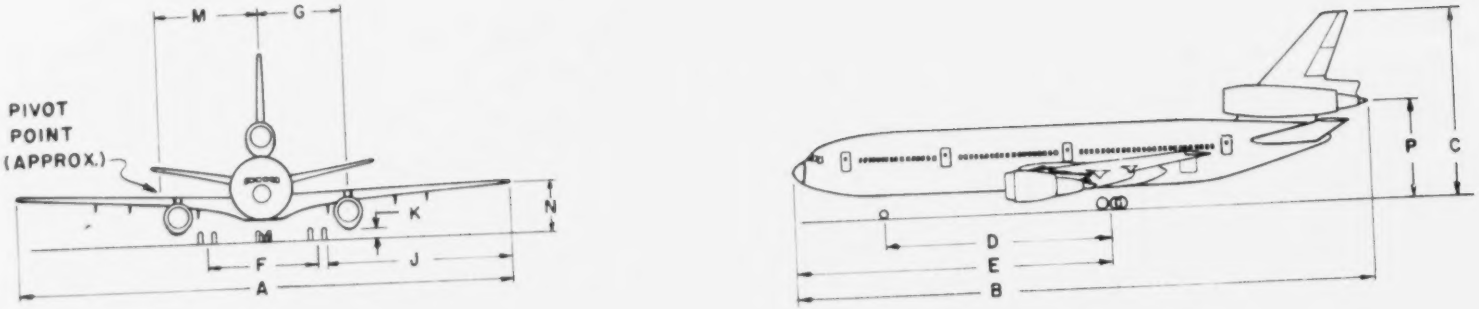


FIGURE 2-49. McDONNELL-DOUGLAS DC-10

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
110,200 LB	104,990 LB	112'6"	105'0"	28'3"	38'6"	55'6"	17'1"	7'10"	46'7"	7'2"	33'2"	7'5"	90'3"
50,141 KG	47,771 KG	34.29M	32.00M	8.61M	11.74M	16.92M	5.21M	2.39M	14.20M	2.18M	10.11M	2.26M	27.51M

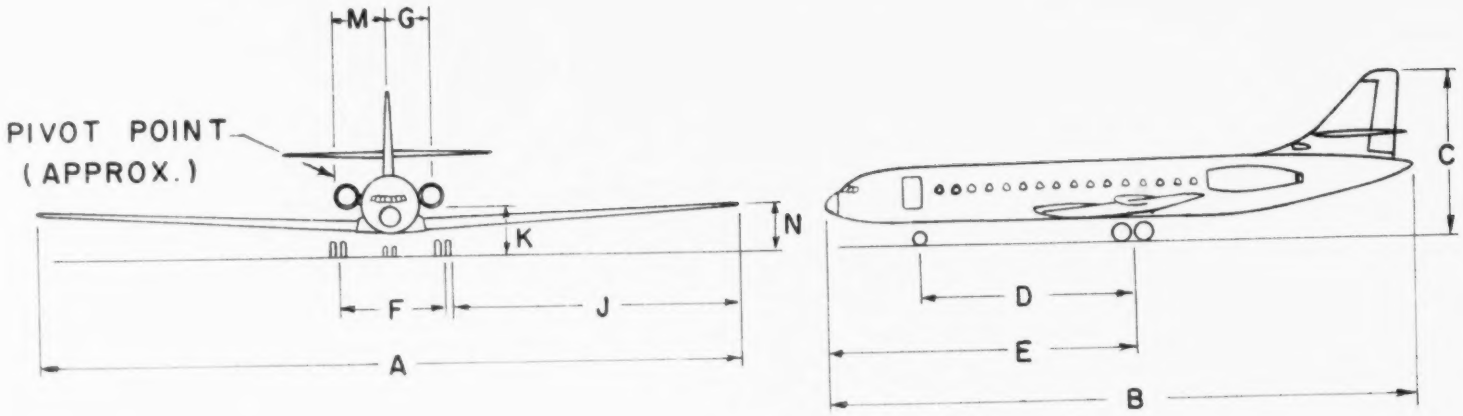


FIGURE 2-50. AÉROSPATIALE/SUD SE-210 CARAVELLE

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
200, 400	79,000 LB 35,833 KG	69,000 LB 31,298 KG	88'6 26.97M	93'6" 28.48M	24'6" 7.46M	33'1" 10.15M	48'5" 14.49M	14'3" 4.34M	8'2" 2.49M	35'9" 10.90M	6'7" 2.01M	7'8" 2.34M	7'4" 2.24M	52'6" 15.95M
500	99,650 LB 45,200 KG	86,000 LB 39,009 KG	93'6" 28.49M	107'4" 32.71M	24'6" 7.46M	41'5" 12.35M	56'9" 17.30M	14'3" 4.34M	8'2" 2.49M	42'8" 13.00M	6'7" 2.01M	7'8" 2.34M	7'4" 2.24M	NA

SRS 400 HAS MAXIMUM (TAKEOFF) WEIGHT OF (87,000 LB (39,463 KG)).
(LANDING) (78,000 LB (35,381 KG)).

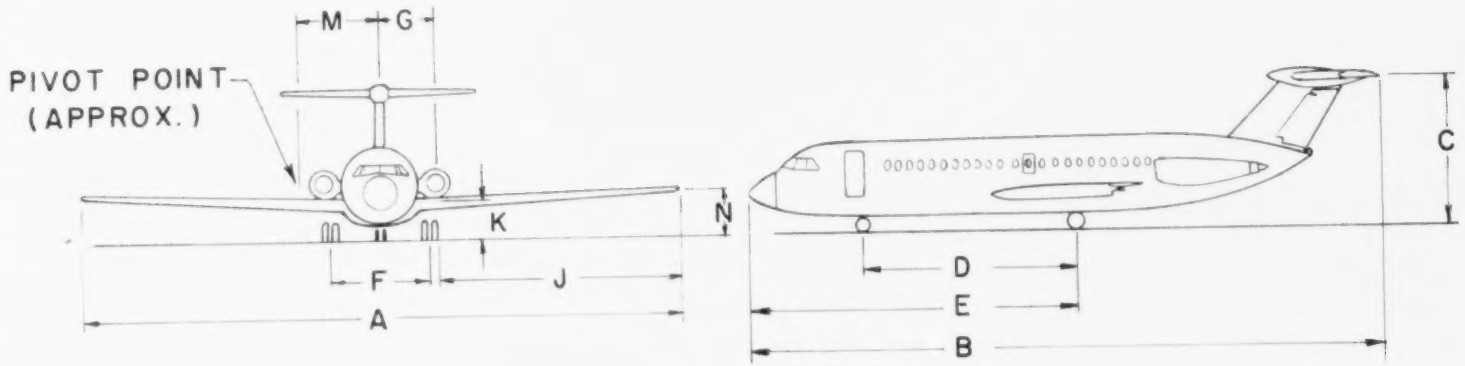


FIGURE 2-51. B.A.C. 1-11 (ALL SERIES)

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
1100	312,000 LB 141,960 KG	216,000 LB 98,280 KG	146'2" 44.60M	158'10" 48.41M	39'6" 12.04M	65'10" 20.06M	NA	21'5" 6.53M	NA	NA	NA	NA	NA	NA	NA	NA
1150	335,000 LB 152,425 KG	237,000 LB 107,835 KG	146'2" 44.60M	171'8" 52.32M	39'6" 12.04M	72'1" 21.97M	NA	21'5" 6.53M	NA	NA	NA	NA	NA	NA	NA	NA

NOTE: SRS 1150 KNOWN AS SUPER VC-10.

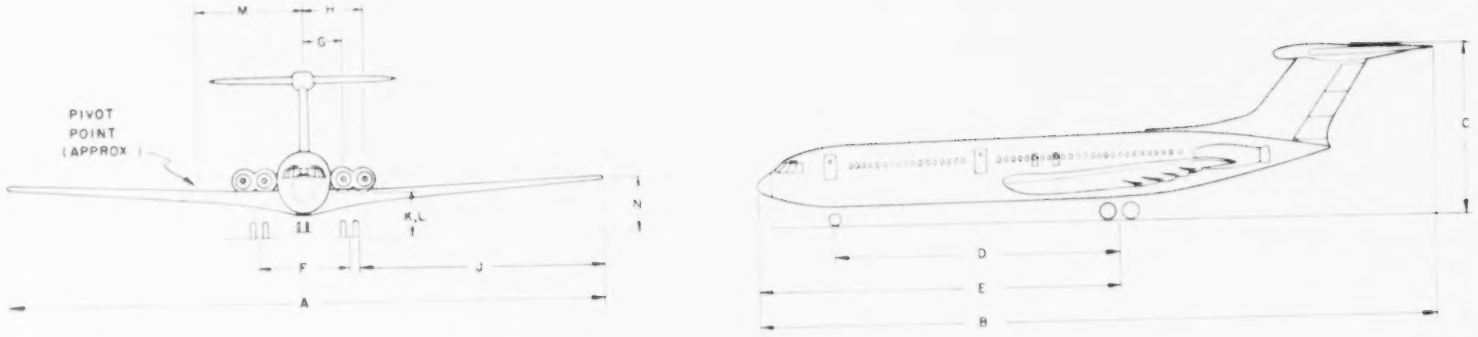


FIGURE 2-52. B.A.C./VICKERS VC-10

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
357,000 LB 162,435 KG	252,000 LB 105,960 KG	141'9" 43.20M	174'4" 53.13M	40'6" 12.34M	80'5" 24.57M	NA	22'4" 6.80M	NA	NA	58'0" 17.76M	NA	NA	NA	NA	NA

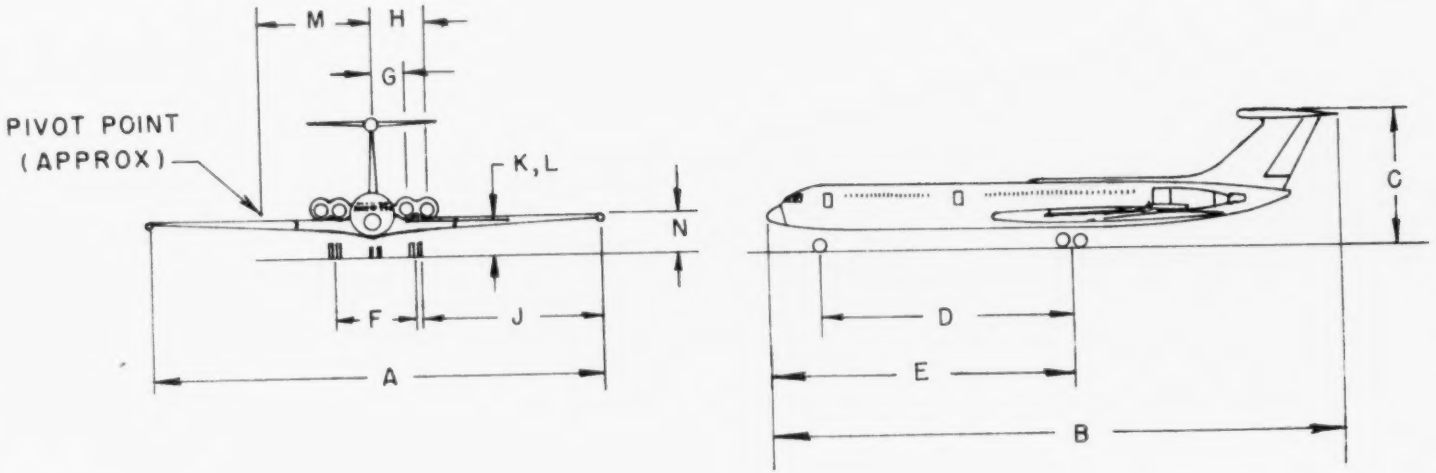


FIGURE 2-53. ILYUSHIN IL-62

MODEL	MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
B2	302,000 LB 137,000 KG	281,000 LB 127,500 KG	147'1" 44.83M	175'6" 53.61M	55'6" 16.90M	60'10" 18.60M	82'8" 25.27M	31'6" 9.60M	26'0" 7.93M	55'10" 17.0M	2'7" 0.78M	37'3" 11.35M	19'4" 5.90M	113'6" 34.58M

MODEL B4 HAS MAXIMUM TAKEOFF WEIGHT OF 330,700 LB. (150,000 KG).
LANDING WEIGHT OF 293,200 LB. (133,000 KG).

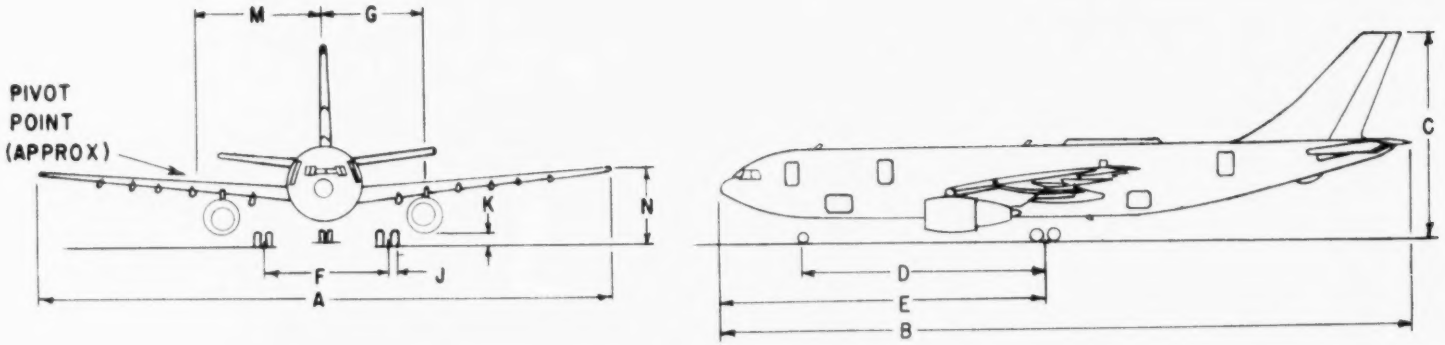


FIGURE 2-54. AIRBUS INDUSTRIES A300B

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	*	TURN RADIUS
400,000 LB 181,400 KG	245,000 LB 111,108 KG	83'10" 25.56M	204'1" 62.26M	37'1" 11.32M	59'8" 18.19M	121'2" 36.9M	25'4" 7.72M	18'1" 5.5M	27'3" 8.34M	5'11" 1.8M	34'5" 10.45M	7'11" 2.42M	8'4" 2.54M	126'0" 38.4M

FIGURE 2-55. BAC/SNIAS CONCORDE

CHAPTER 3. MILITARY AIRCRAFT

8. PISTON AND TURBOPROP AIRCRAFT, INCLUDING JET-AUGMENTED TYPES. See Figures 3-1 to 3-5. The following aircraft have civil variants:

MILITARY DESIGNATION	CIVIL DESIGNATION	FIGURE	PAGE
C-47/R-5D	Douglas DC-3	2-18	23
C-54/R-4D	Douglas DC-4	2-26	31
C-118/R-6D	Douglas DC-6	2-26	31
C-121/R-7	Lockheed 749, 1049 Constellation	2-29	34
C-130	Lockheed L-382 Hercules	2-28	33
C-131, T-29	Convair 240/340/580	2-17	22
P-3	Lockheed L-188 Electra	2-27	32

* 9. TURBOJET AND TURBOFAN AIRCRAFT. See Figures 3-6 to 3-9. The following * aircraft have civil variants:

MILITARY DESIGNATION	CIVIL DESIGNATION	FIGURE	PAGE
C-9	McDonnell-Douglas DC-9-30	2-48	53
* C-135	Boeing 707-120B	2-41	46 *
C-137,VC-137B,C	Boeing 707-320B	2-41	46
C-140	Lockheed 1329 JetStar	2-34	39
E-4	Boeing 747B	2-44	49
T-39	Rockwell International NA-265-40 Sabreliner	2-35	40
T-43	Boeing 737	2-43	48

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
28,500 LB 12,955 KG	28,500 LB 12,955 KG	95'7" 29.13M	72'7" 22.12M	31'10" 9.70M	NA	NA	23'1" 7.04M	NA	35'3" 10.74M	NA	NA	NA	NA

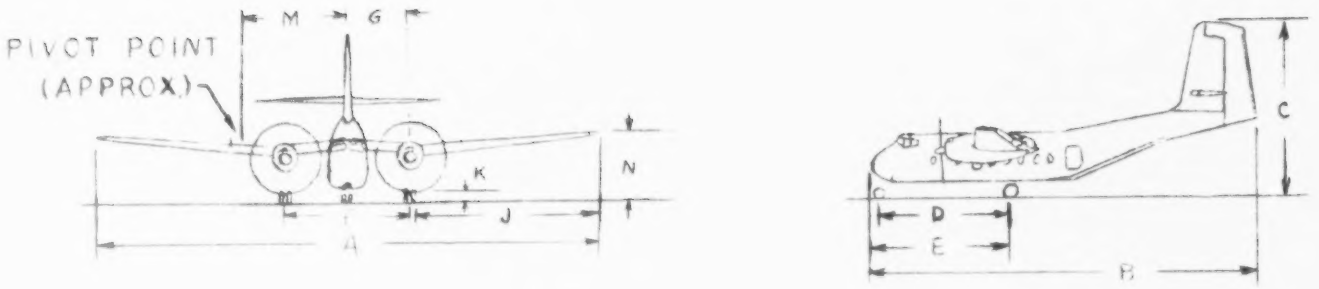


FIGURE 3-1. DE HAVILAND CANADA C-7 CARIBOU

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
187,000 LB 84,898 KG	175,000 LB 79,450 KG	141'3" 43.05M	117'5" 35.79M	38'3" 11.65M	39'2" 11.93M	42'10" 13.06M	28'6" 8.70M	14'1" 4.29M	31'2" 9.50M	55'4" 16.87M	1'5" 0.43M	2'7" 0.79M	14'3" 4.34M	NA	84'10" 25.86M

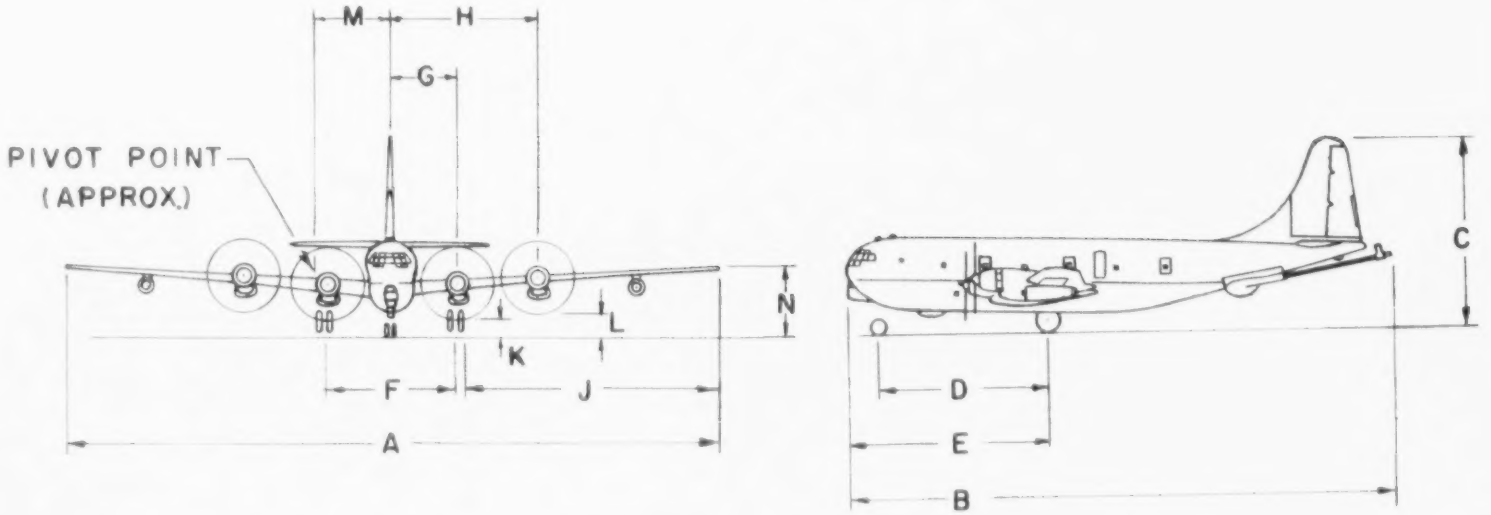


FIGURE 3-2. BOEING KC-97L

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
77,000 LB 35,000 KG	72,700 LB 33,046 KG	109'3" 33.32M	86'6" 26.38M	27'6" 8.38M	NA	NA	29'2" 8.89M	NA	38'4" 11.68M	3'0" 0.91M	NA	15'0" 4.56M	70'0" 21.34M

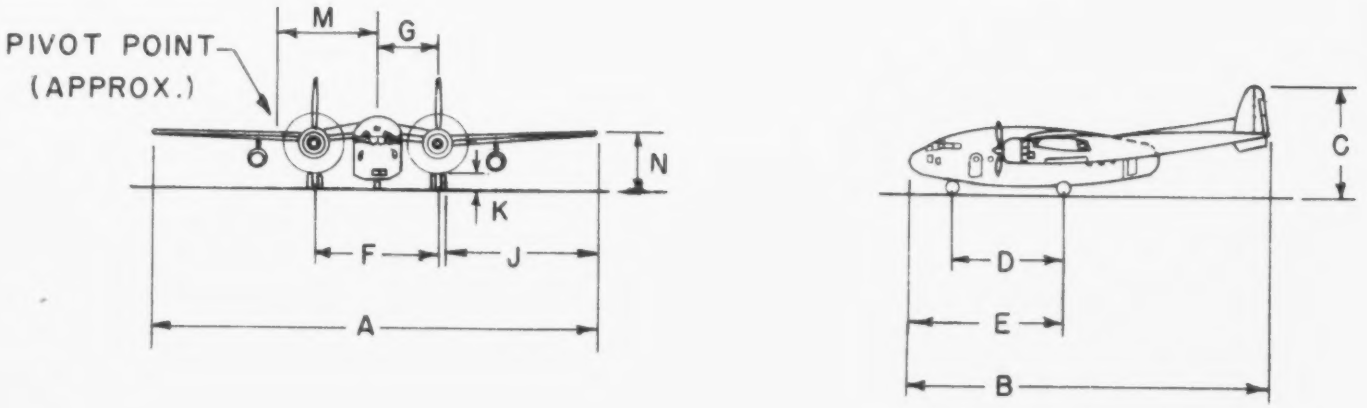


FIGURE 3-3. FAIRCHILD C-119K FLYING BOXCAR

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	J	K	M	N	TURN RADIUS
60,000 LB	54,000 LB	110'0"	76'3"	34'6"			12'1"	14'10"	48'0"	3'8"	14'10"	14'0"	70'0"
27,273 KG	24,545 KG	33.52M	23.24M	10.52M	NA	NA	3.68M	4.52M	14.63M	1.12M	4.52M	4.27M	21.34M

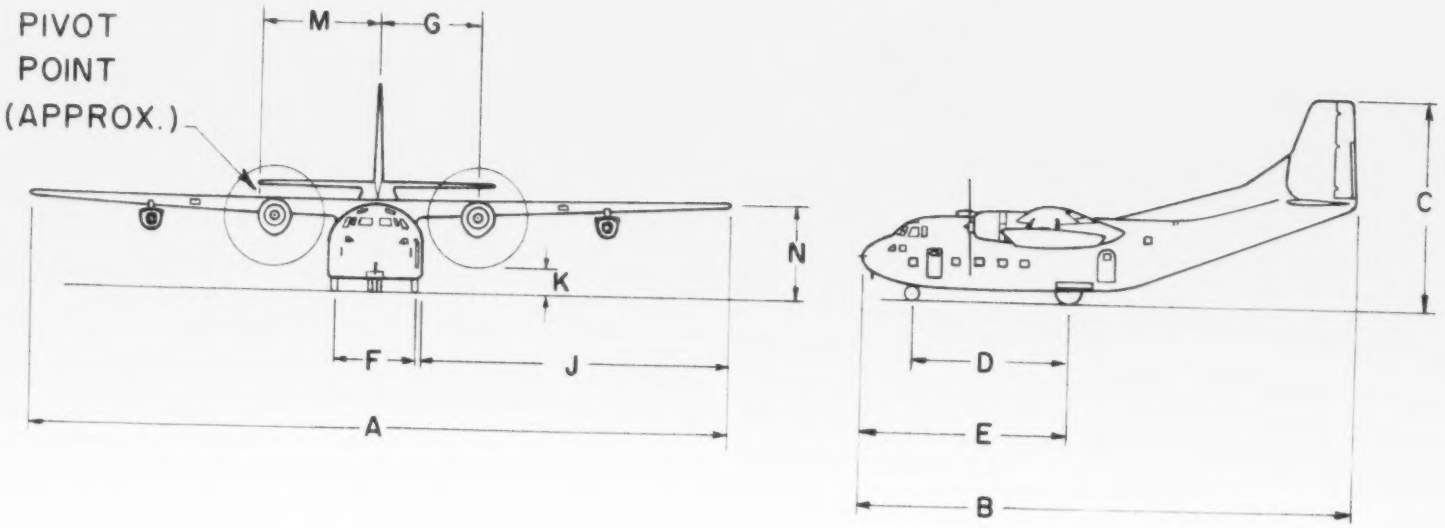


FIGURE 3-4. FAIRCHILD C-123K PROVIDER

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
175,000 LB 79,450 KG	110,000 LB 50,000 KG	174'2" 53.10M	130'5" 39.77M	48'4" 14.72M	37'3" 11.35M	NA	34'2" 10.41M	17'1" 5.21M	NA	NA	3'0" 0.91M	NA	NA	NA	NA

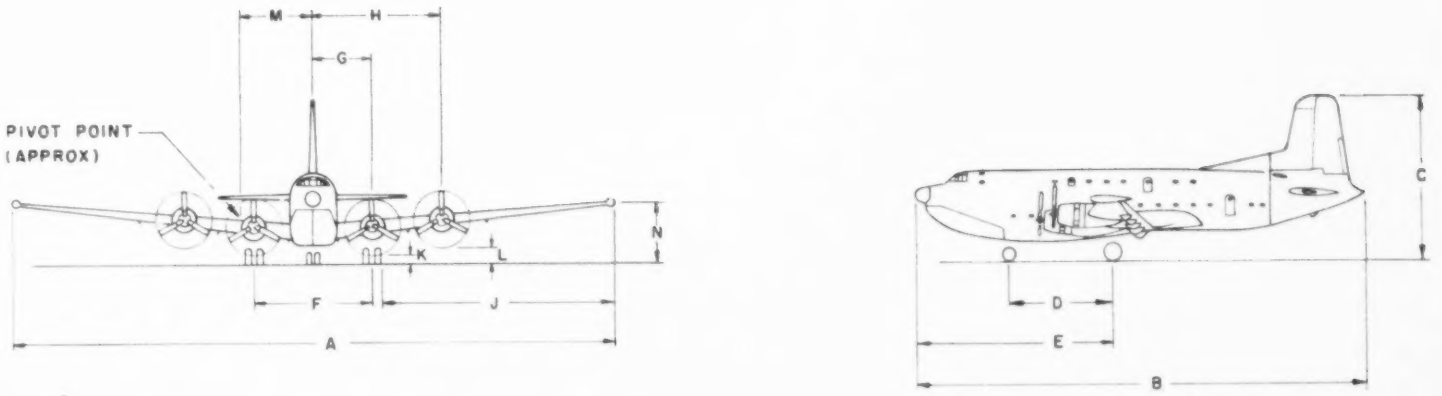


FIGURE 3-5. DOUGLAS C-124 GLOBEMASTER

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
488,000 LB 221,600 KG	450,000 LB 204,300 KG	185'0" 56.39M	156'6" 47.7M	48'4" 14.73M	49'9" 15.16M	39'10" 17.16M	11'4" 3.45M	32'2" 9.8M	60'0" 18.29M	86'2" 26.26M	6'4" 1.93M	4'8" 1.42M	39'0" 11.89M	5'6" 1.68M	132'0" 40.23M

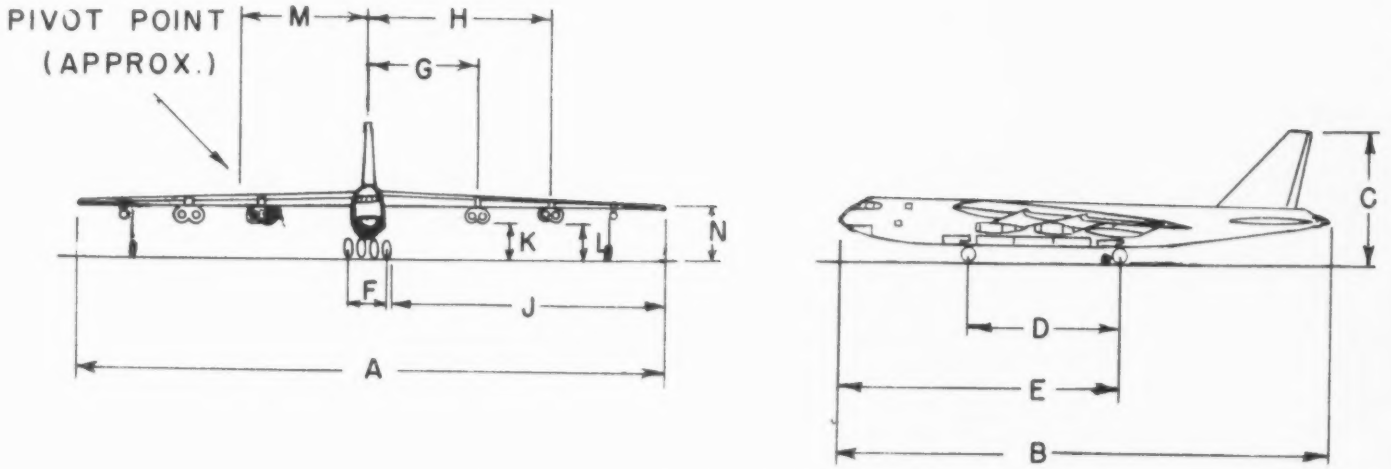


FIGURE 3-6. BOEING B-52 STRATOFORTRESS

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
769,000 LB 349,545 KG	635,850 LB 289,023 KG	222'8" 67.87M	247'10" 75.54M	65'1" 19.84M	82'1" 25.02M	116'11" 35.64M	37'5" 11.40M	39'8" 12.09M	61'11" 18.87M	92'8" 28.25M	10'9" 3.28M	7'11" 2.41M	38'4" 11.68M	13'7" 4.14M	162'6" 49.53M

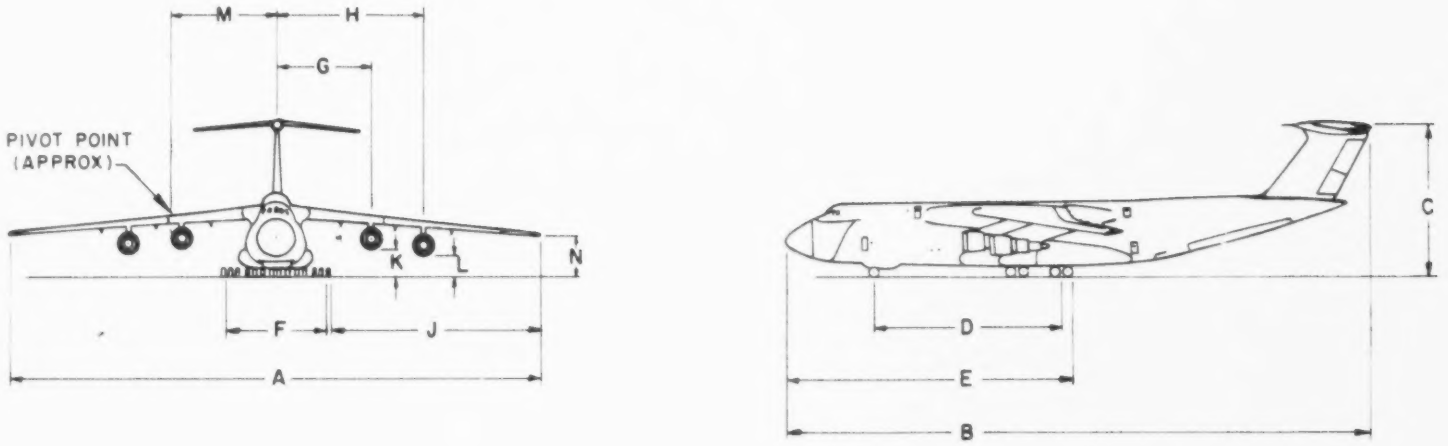


FIGURE 3-7. LOCKHEED C-5A GALAXY

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
316,600 LB 143,610 KG	316,100 LB 143,383 KG	159'11" 48.74M	145'0" 44.19M	39'4" 11.98M	55'0" 16.76M	60'7" 18.46M	17'6" 5.34M	23'9" 7.24M	38'4" 11.68M	70' 21.34M	3'11" 1.19M	3'4" 1.01M	10' 3.05M	6'0" 1.83M	92'0" 28.0M

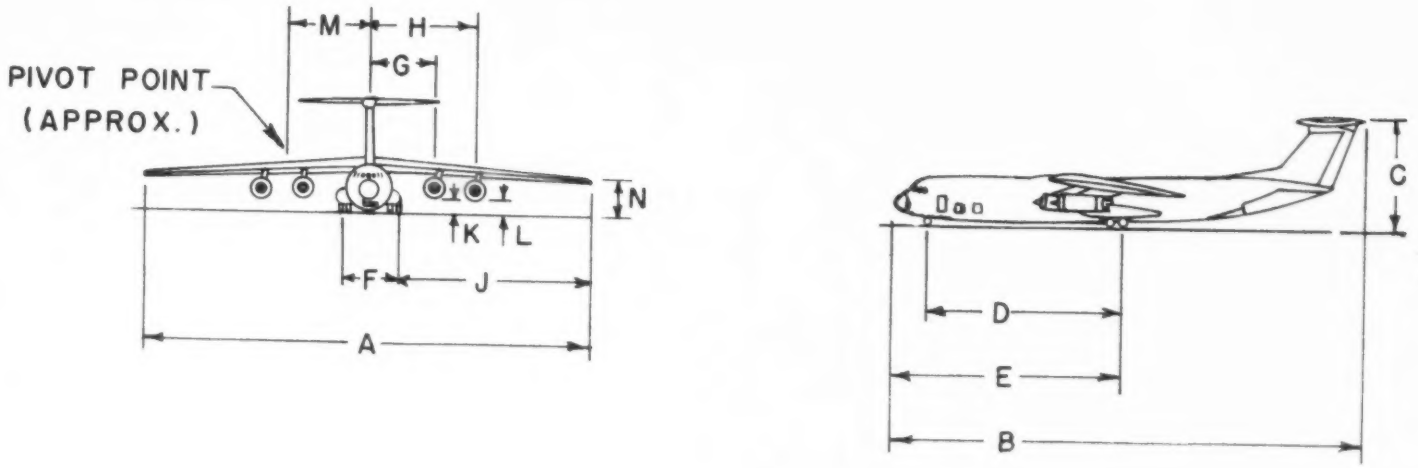


FIGURE 3-8. LOCKHEED C-141 STARLIFTER

MAXIMUM TAKEOFF WEIGHT	MAXIMUM LANDING WEIGHT	A	B	C	D	E	F	G	H	J	K	L	M	N	TURN RADIUS
301,600 LB 136,900 KG	185,000 LB 83,990 KG	130'10" 39.88M	136'3" 41.53M	38'5" 11.71M	45'8" 13.92M	63'1" 19.23M	22'1" 6.73M	27'2" 8.28M	46'1" 14.25M	51'11" 15.98M	2'4" 0.71M	4'8" 1.42M	36'7" 11.15M	12'4" 3.76M	107' 32.6M

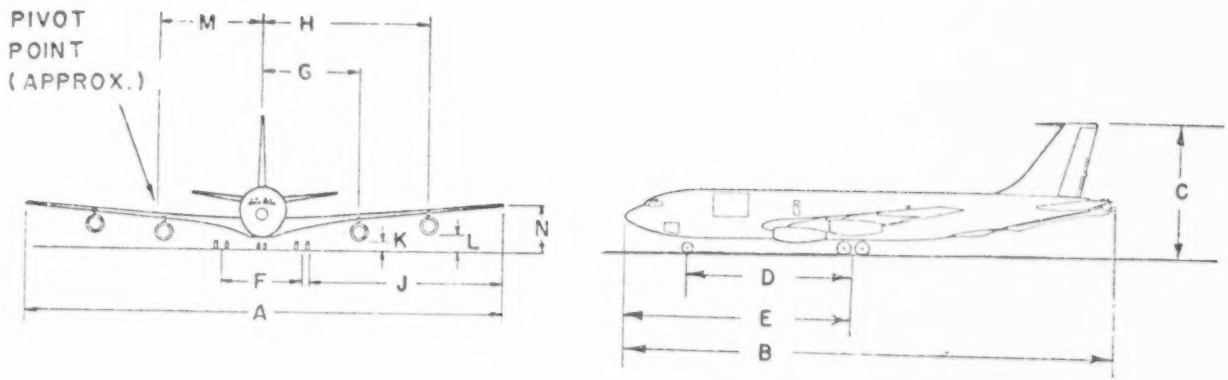


FIGURE 3-9. BOEING KC-135A

APPENDIX 1. INDEX OF CIVIL AND COMMERCIAL AIRCRAFT TYPES

MANUFACTURER	MODEL	NAME	PAGE
@ AEROSPATIALE (FRANCE)	SE-210	CARAVELLE	55
*	N-262A	NORD 262	27
		CONCORDE	58-2*
AEROSTAR AVIATION (Ted Smith)+	600/601	AEROSTAR	9
(Air Products)+	415	ERCOUPE	7
(Mooney)+	M-20	CHAPARRAL, EXECUTIVE, MUSTANG, RANGER, STATESMAN	7
	M-22	MARK 22	7
* AIRBUS INDUSTRIES	A300B	AIRBUS	58-1*
AIR PRODUCTS	(SEE AEROSTAR AVIATION)		
AMERICAN AVIATION	(SEE GRUMMAN)		
@AVIONS MARCEL DASSAULT(FRANCE)	MYSTERE 20	FAN JET FALCON	41
@B.A.C. (UNITED KINGDOM)	111-200,400,500	----	56
*		CONCORDE	58-2*
(Vickers)+	VC-10-1100	----	57
	VC-10-1150	SUPER VC-10	57
	VISCOUNT 745,810	VISCOUNT	35
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BEECHCRAFT	18	----	12
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	V-35B, F-33	BONANZA	7
	F-33A	DEBONAIR	7
	A-60	DUKE	9
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	23	MUSKETEER	7
	A-65, B-80	QUEEN AIR	13
	99A	99 AIRLINER	15
BELLANCA (Champion)+	7	CITABRIA	4
BELLANCA	260/300	VIKING	7
BOEING	707-120,120B	----	46
	707-320,320B,320C	----	46

NOTES: @ DENOTES FOREIGN MANUFACTURER. COUNTRY IS SHOWN IN PARENTHESES.
+ DENOTES PREVIOUS MANUFACTURER OF THE INDICATED MODEL(S).

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	-200	----	47
	737	----	48
	747	----	49
CESSNA	120	----	4
	140	----	4
	150	----	6
	170	----	4
	190	----	4
	195	----	4
	310	----	9
	177	CARDINAL	6
	210	CENTURION	6
	500	CITATION	36
	172	SKYHAWK	6
	182	SKYLANE	6
	180/185	SKYWAGON	4
	206	STATIONAIR	6
	336/337	SUPER SKYMASTER	11
	207	SUPER SKYWAGON	6
	401/402/421	TWIN CESSNA	10
CHAMPION AIRCRAFT	(SEE BELLANCA)		
CONVAIR	22 (880) (SEE GENERAL DYNAMICS/CONVAIR)		
	30A (990) (SEE GENERAL DYNAMICS/CONVAIR)		
	240	----	22
	340	----	22
	440	METROPOLITAN	22
	580	----	22
	600	----	22
	640	----	22
@DE HAVILAND (U.K.)	(SEE HAWKER SIDDELEY)		
@DE HAVILAND CANADA (CANADA)	DHC-6-300	TWIN OTTER	18
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	DC-7	----	31
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	DC-9 (SEE MCDONNELL-DOUGLAS)		
	DC-10 (SEE MCDONNELL-DOUGLAS)		

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	25	LEAR JET 25	37
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GENERAL DYNAMICS/CONVAIR	22	CONVAIR 880	50
	30A	CONVAIR 990	50
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GRUMMAN	G-159	GULFSTREAM I	25
	G-1159	GULFSTREAM II	38
@HAMBURGER FLUGZEUBAU G.M.B.H. (WEST GERMANY)	HFB-320	HANSA	43
@HAWKER SIDDELEY (U.K.)	125	----	44
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(De Haviland)+	104	DOVE	19
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	-63	DC-8 SUPER 63	52
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	-50	----	53
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	-20	----	54
	-30	----	54
@MITSUBISHI (JAPAN)	MU-2	----	20
MOONEY	(SEE AEROSTAR AVIATION)		
NAVION	G-1	RANGEMASTER	8
@NIHON/N.A.M.C. (JAPAN)	YS-11A-200	----	30
NORTH AMERICAN ROCKWELL	(SEE ROCKWELL INT'L.)		
PIPER	PA-23-160	APACHE	10
	-250	AZTEC	10
	PA-28-180	CHEROKEE	8
	-200	CHEROKEE ARROW	8
	PA-32	CHEROKEE SIX	8
	PA-24	COMMANCHE	8
	PA-31	NAVAJO	10
	PA-20	PACER	5
	PA-12/14/15	SUPER CRUISER	5
	PA-18	SUPER CUB	5
	PA-22	TRI-PACER	6
	PA-30	TWIN COMMANCHE	10
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	560/680	GRAND/COURSER COMMANDER	11
	1121	JET COMMANDER	45
	681	HAWK/TURBO II COMMANDER	11
	---	SHRIKE COMMANDER	11
(North American)+	NA-265-40, -60,	SABRELINER	40

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@SHORT BROS. AND HARLAND (U.K.)	SC.7-300	SKYVAN	21
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STINSON	(SEE UNIVAIR AIRCRAFT)		
SWEARINGEN	SA-26-AT	MERLIN II	16
	---	MERLIN III	16
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APPENDIX 2. INDEX OF MILITARY AIRCRAFT TYPES

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@ REFERENCE IS TO DATA FOR THE CIVILIAN VARIANT IF DESIGNATION IS GIVEN

7/30/75

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